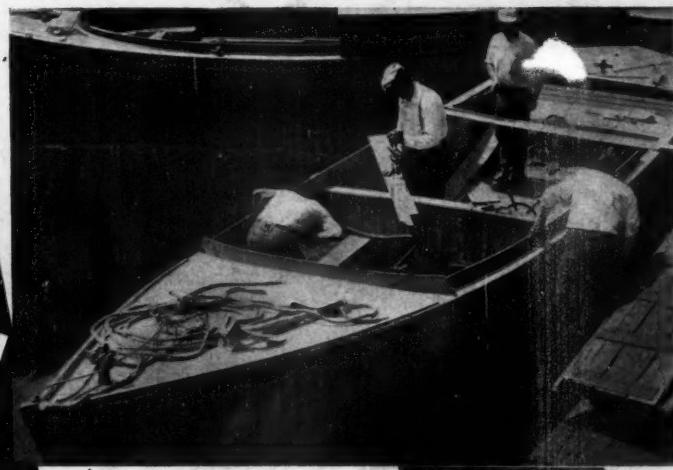


SEP 17 '35 A

**"WATER  
doesn't seem  
to hurt  
COLUMBIAN"**



*says Captain Luther Gardner,  
Boatman and Contractor.*

"Look at that mooring rope on the for'd deck there," said Captain Gardner, pointing to a coil of Columbian Rope. "Looks pretty good, doesn't it?"

"Last winter I used that same piece to haul my boat out on the bank. She had been in water since early spring and for a small craft was mighty heavy. I had some doubts if the rope would stand the strain for I had used it a lot. But it did."

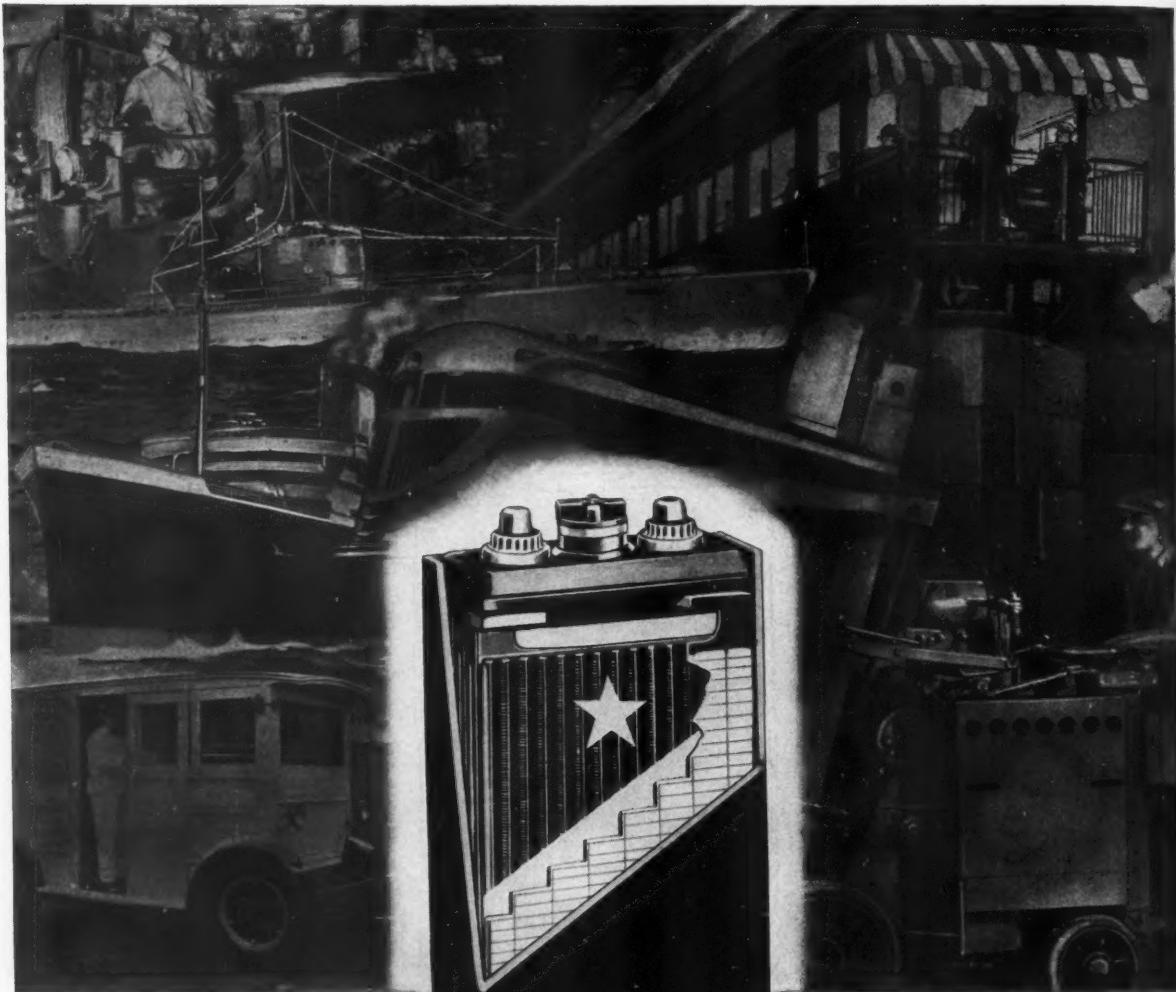
"I am using it as a mooring rope again this summer and I don't see but it is about as good as when it was new. Water doesn't seem to hurt Columbian."

COLUMBIAN ROPE COMPANY  
362-90 Genesee St.  
Auburn, "The Cordage City," N. Y.

**COLUMBIAN** TAPE MARKED  
PURE MANILA **ROPE**

Boston Office and Warehouse

38 Commercial Wharf



**Exide**  
IRONCLAD  
SILVER ANNIVERSARY  
1910—1935

**Exide**  
IRONCLAD  
MARINE BATTERIES

With Exide MIPOR Separators  
"MIPOR," Reg. U. S. Pat. Off.

## BUILT ON A PRINCIPLE AS BASIC AS THE WHEEL yet different from all other batteries

Twenty-five years ago, The Electric Storage Battery Company announced a new type of battery. Designated the Exide-Ironclad, this battery embodies the principle of the mesh, which retains solids yet lets liquids pass freely — a principle that ranks with the wheel in antiquity.

Today, the soundness of its fundamental design stands proved by a 25-year successful record. During this period, the Exide-Ironclad has gained a world-wide reputation for outstanding dependability, long life and economy with every size of craft and type of

installation — in commercial vessels of all types, submarines, mine locomotives, electric industrial trucks and street trucks, and in railway air-conditioning and car-lighting.

In marine service, from work boat to liner, from the heat of an engine-room in the tropics to the bitter cold encountered by fishing craft in northern waters, Exide-Ironclads hold a pre-eminent position earned by their exceptional value.

THE ELECTRIC STORAGE BATTERY CO., Philadelphia  
*The World's Largest Manufacturers of Storage Batteries for Every Purpose*  
Exide Batteries of Canada, Limited, Toronto

SEPTEMBER, 1935

ATLANTIC FISHERMAN

3

"FOUR YEARS  
WITHOUT A WRENCH"



## Says SKIPPER HANSON

... owner of the "Sonny Boy." "Speaking of performance, I believe I have set somewhat of a record with my 48-foot shrimp trawler 'Sonny Boy.' Yes, I have operated my 70 h.p. Diesel for the past four years now without having as much as a wrench in the base of the motor, and have not had the valves ground in two years.

"Certainly this is most unusual—but there is a reason. It is because I use an unusual oil. I use Texaco all the time. I demand this oil wherever I go, and I will not take a substitute."

"I have heard many fishermen complain about their engine performance, and many of them blamed it on the oil which, of course, is natural. I have told a few of them of my experience with Texaco, and today they, too, enjoy better engine performance. For the truth is that if you will get a grade of Texaco that is suitable to your particular engine, and for the sake of your boat, stick to it, I am sure you will have better performance."

"Texaco Oil has helped me keep down my repair bill, which has not yet exceeded sixty dollars to date. This, too, is extraordinary; and it is not because I take more care of my boat than the average fisherman, but because of the oil I use."

"Indeed, my boat goes out every day of the year that weather will permit, and I do not hesitate to go as far as the next fellow in search of shrimp. I have made some of the highest catches of the Hanson fleet for several seasons, and as long as I can get Texaco, I expect to keep my record."

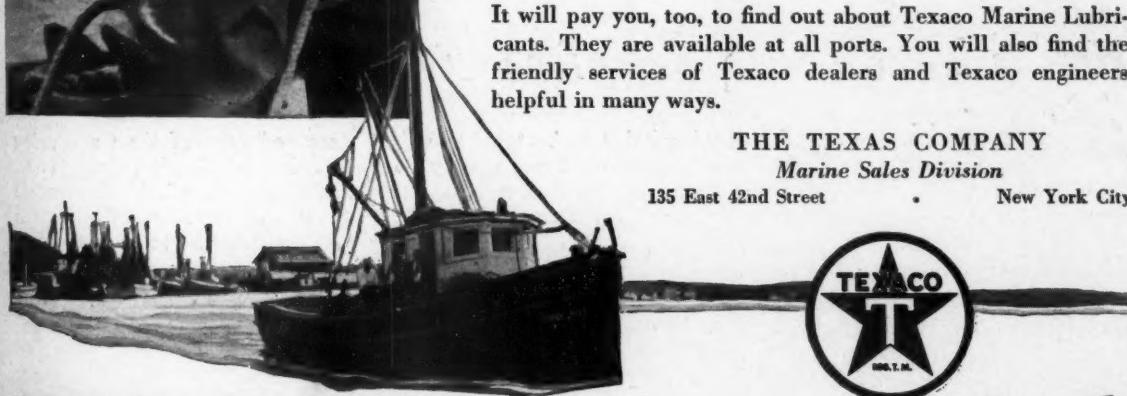
It will pay you, too, to find out about Texaco Marine Lubricants. They are available at all ports. You will also find the friendly services of Texaco dealers and Texaco engineers helpful in many ways.

THE TEXAS COMPANY

Marine Sales Division

135 East 42nd Street

New York City



**TEXACO** marine products

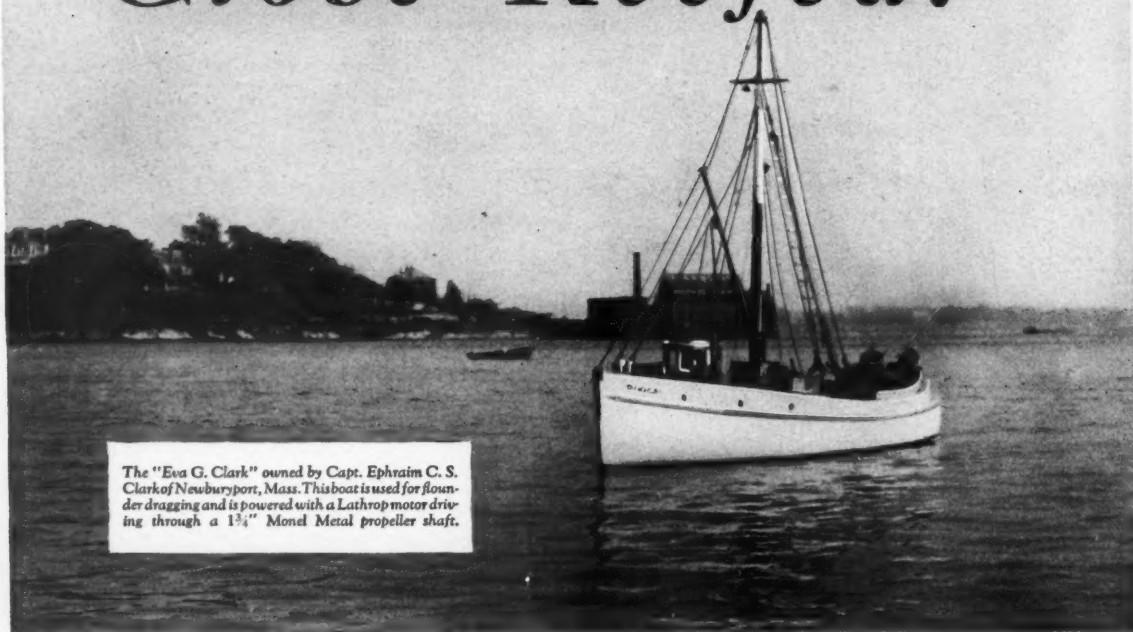
(AVAILABLE AT ALL PORTS)

REFINERY TESTED FOR UNIFORMITY • • • SERVICE TESTED FOR ECONOMY

es, sub-  
l trucks  
ing and  
  
from the  
e bitter  
waters,  
urned by

Philadelphia  
every Purpose

# SKIPPER EPHRAIM CLARK Knows How To Keep Repair Bills *Close Reefed!*



The "Eva G. Clark" owned by Capt. Ephraim C. S. Clark of Newburyport, Mass. This boat is used for flounder dragging and is powered with a Lathrop motor driving through a 1½" Monel Metal propeller shaft.

## *Here is a Set of Good Rules for any Commercial Fisherman*



Flounder dragging out of Newburyport is a man's work; like all commercial fishing. To make ends meet, in these days of close prices and weak markets, takes more than hard work and good luck.

It takes a weather eye on equipment, for one thing. You might write it down as Rule No. 1 to keep your craft in commission and out of the repair dock. That immediately suggests the reason for a propeller shaft of Monel Metal.

Monel Metal propeller shafts are stiff, strong, tough and rigid. They are strong enough and tough enough to stand hard knocks that hopelessly spring ordinary shafts. Market fisher-

men know that the boat shafted with Monel Metal keeps on the job for years without propeller shaft replacement.

Rule No. 2 might well be, use gear and equipment that isn't harmed by salt water. Monel Metal is not corroded by sea water. It doesn't pit. It can't rust. Monel Metal propeller shafts polish-in to a mirror finish that cuts down vibration and reduces wear at the bearings.

Monel Metal fish hold sheathing and galley trim don't corrode. They're easily cleaned. They last.

Rule No. 3, and it's another good one to follow, is learn from the experience of your successful neighbors. Watch what they do; you see that

more and more of them are using Monel Metal. They have learned that it saves money and holds down costs to buy equipment for reliability and long-life. Price has to be reasonable, of course. But no equipment saves money today if it only leads to constant breakage, failure, and resulting repair bills. Monel Metal has won the reputation among successful fishermen of earning its keep in low costs.

THE INTERNATIONAL NICKEL COMPANY, INC.  
67 WALL STREET, NEW YORK, N. Y.

**Monel Metal**

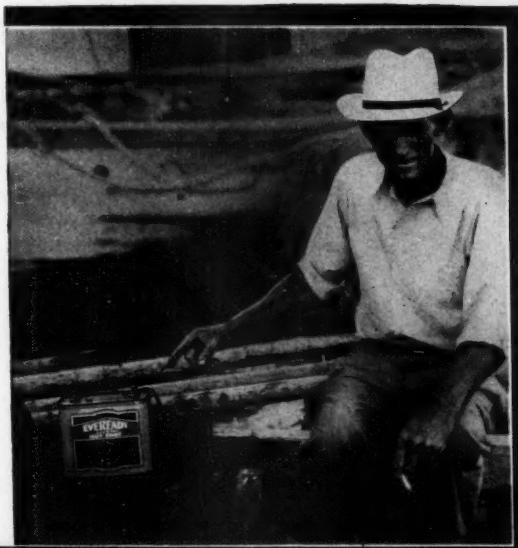
Monel Metal is a registered trademark applied to an alloy containing approximately two-thirds Nickel and one-third Chromium. It is mined, smelted, refined, rolled and marketed solely by International Nickel.



## "THERE'S ONLY ONE BATTERY FOR ME"

—says Abner Willis, engineer on  
the menhaden boat, "Storm King"

**Eveready Hot Shots perform  
3 different jobs on the "Storm  
King."** Read Willis' letter:



National Carbon Co.  
50 East 42nd Street  
New York City

Gentlemen:

As engineer of the menhaden vessel "Storm King" I have experimented quite a bit with batteries, and I have found one use for an Eveready Hot Shot Battery that I think every fisherman should know. It is just this: Should your power plant go dead at any time, take a spark coil and hook it up to an Eveready Hot Shot. You will be on your way again in a few minutes. I have done this numerous times and always keep an extra Eveready Hot Shot aboard for this purpose.

I have been menhaden fishing for the past 25 years and have always used Eveready Hot Shots because I find that they give me better service than any other battery I can buy. Today we are using Eveready Hot Shots aboard the "Storm King" for three distinct uses.

In the first place we begin the day by using our Eveready Hot Shot in the captain's purse boat which makes a half circle to meet another purse boat at a half circle, thus trapping the fish in the net. After the fish are brought along side of the big ship we again turn to our Eveready Hot Shot which is used on our hoisting engine. Should our battery fail us either in the purse boat or on the hoisting engine it would mean losing a part or all of the catch. However we do not have to worry with our faithful Eveready Hot Shot.

We also use an Eveready Hot Shot on our bilge pump. Of course magnetos are used on many of the boats for this purpose, but we find that these give away so quickly that we now have an Eveready Hot Shot hooked up to the pump by means of a coil.

I find that Eveready Hot Shots can stand the roughest weather, and this means money to every man who makes a living fishing.

Very truly yours,

*Abner P. Willis*



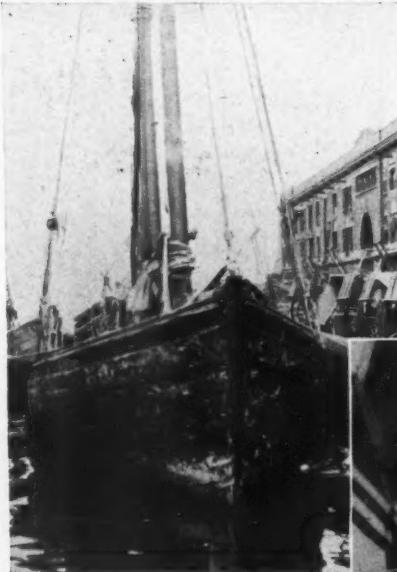
Eveready Hot Shots give you long, dependable service when used for ignition on your winch motors and engines. They're weather-proof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes. They are also waterproof and need no protection when lashed to a marker.

**NATIONAL CARBON COMPANY, INC.**

General Office: New York, N. Y. Branches: Chicago, San Francisco  
Unit of Union Carbide  and Carbon Corporation

using  
ned that  
own costs  
ility and  
sonable,  
t saves  
to con-  
resulting  
won the  
fisher-  
w costs.  
  
NICKEL  
  
K, N. Y.  
  
tal  
  
trading  
and  
metal and  
nickel

# NEVER Delayed by ENGINE TROUBLE



Pictured above is the "Mary De Costa", owned by O'Hara Brothers of Boston and skippered by Capt. John Vallis.

by

## ENGINE TROUBLE



Says  
Herbert Conrad

**E**NGINE trouble, the bogey of the commercial fishermen, has never cast its shadow across the "Mary De Costa", according to Herbert Conrad, her engineer. The explanation is simple. She is powered by two 80 H.P. ATLAS DIESELS which are in the hands of a competent engineer. That's the ideal combination on any boat.

This pair of ATLAS DIESELS has powered the "Mary De Costa" for five years. For the last three years they have been in charge of Herbert Conrad. Here is what he has to say about their performance: "I find that the ATLAS always gives very satisfactory service and holds up well, giving no trouble at all. The engines have required very few replacement parts and still have their original cylinders and oversize rings. They are good, powerful engines and always get the vessel through in

all kinds of weather. In the winter we frequently encounter much wind and ice, but WE HAVE NEVER BEEN DELAYED BECAUSE OF ENGINE TROUBLE. Nothing can stop the ATLAS engines as long as they have their fuel pressure. Sometimes water sprays in through the ventilators, but it never affects the engine's valves."

If you have had the unfortunate experience of having to fight engine trouble, of being held up at the docks while the fish are running, of limping into port with a temperamental engine . . . then you will appreciate the trouble free operation of the ATLAS DIESEL. These engines are heavy duty, slow speed DIESELS, available in a complete range of sizes suitable for any type of fishing craft or work boat. Your inquiries are solicited.

ATLAS DIESEL ENGINE CORPORATION  
115 BROAD STREET  
NEW YORK

# ATLAS IMPERIAL

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

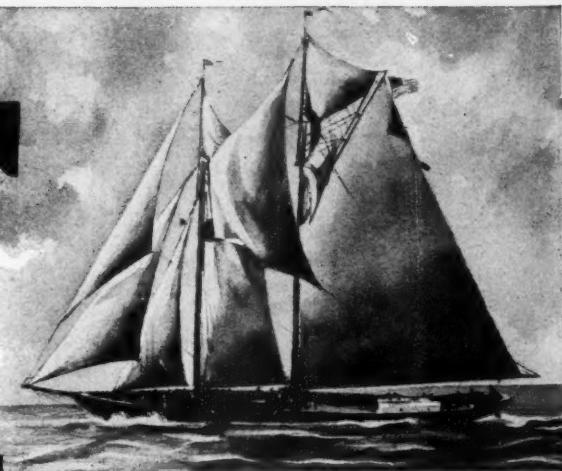
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, Publisher; JAMES E. MUNSON, Editor

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations,  
and Associated Business Papers.



VOL. XVI

SEPTEMBER 1935

NO. 8

## Strong Business Upswing Evident

Practically Every Section Reports Conditions  
Greatly Improved, With Fine Fall Outlook

ALL Summer long, in almost every fishing port visited by ATLANTIC FISHERMAN representatives, there have been decidedly encouraging reports concerning the improvement in business. In marked contrast to the past few years, this Summer has seen the majority of fishermen and vessel owners on the right side of the ledger. Some ports, it is true, are still in the process of freeing themselves from the clammy embrace of the depression, but taking the industry as a whole, there is every reason to believe the upswing already in evidence will continue strongly from now on.

Confirmation of our own first-hand reports from fishermen has come from those selling equipment and supplies. Said one well-known engine manufacturer:

"Two years ago I wouldn't have walked a mile to get any fisherman's order for an engine. Orders could have been had for the asking, but payments were something else again.

"But now—well, the picture has changed so much for the better that I am convinced we are on the eve of a great revival in marine buying. I expect to sell a good many engines to fishermen, and what's more, I know I'll get paid for them."

Nor is that particular manufacturer alone in his opinion. At another active port, we had the pleasure of hearing this statement from the manager of one of the branch houses of a netting concern:

"Our branch has sold more netting this season than at any similar period in its history. Fishermen are buying again because they are making both ends meet with something left over."

An official of a ship repair yard, in a port several hundred miles from the one just referred to, told us this Summer that "We cater to fishermen, and naturally we can't show a profit unless they are busy and can pay their bills. They're doing it now. Accounts that have been on our books for years are being paid up."

These and many other similar reports make it clearly evident that the dam which has held back purchases of equipment and supplies is crumbling fast. Some of the more important factors that have been responsible are the continued scarcity and high price of meat, the increased purchasing power of the nation as a whole, and the determined efforts of certain fish producing companies, and groups of producers, to spread the gospel of fish as an economical, healthful food.

So far as the meat situation is concerned, this has not been

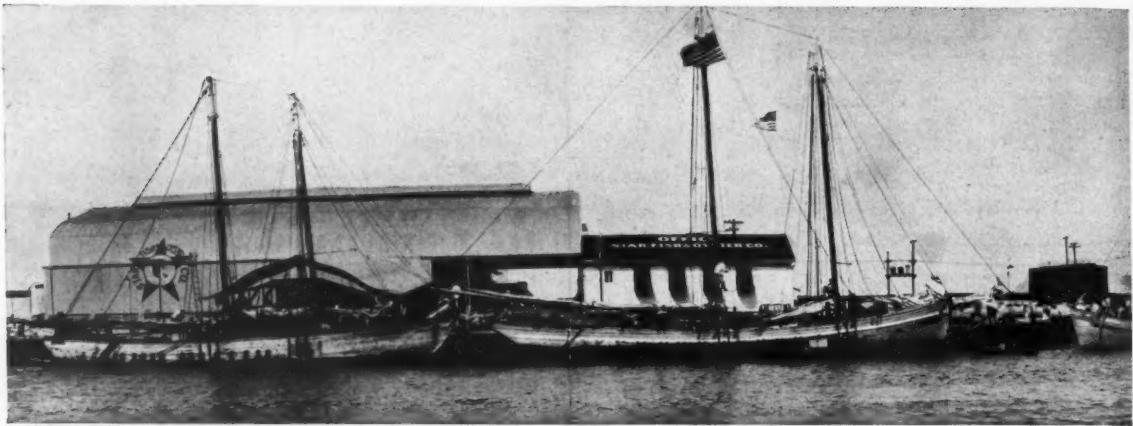
the marked benefit that many in the fisheries believed it would be. It is difficult to change the eating habits of a nation; even though meat is expensive many housewives seem to feel they should purchase it and economize somewhere else. In this connection the various fish and oyster advertising campaigns have played, and are playing, an important role, and their influence is most decidedly in the right direction.

So, too, are the efforts of such city and state bodies as the New York Department of Markets and the Massachusetts Department of Agriculture. The former with its daily radio broadcasts featuring the most plentiful and inexpensive fish of the day, and the latter with its dual campaign to assist fish retailers and to educate housewives through the medium of cooking schools, are well-conceived and deserving of the industry's support.

We also heartily approve the attitude of such fishermen's organizations as the Southern New England Fishermen's Association, which has repeatedly gone on record as advocating better care of fish at sea and more attention paid to shipments. The Long Island Fishermen's Association is another organization that has been active in pushing a similar program, while its able manager, Alfred Tucker, has done effective work in protecting the interests of the members at the sales end of the transactions. As a matter of fact, it has been our observation that associations of producers have done more to improve the quality of the fish reaching the consumer than have other links in the chain.

Still greater progress will be made when certain obstacles are cleared out of the way. One is the deplorable situation with regard to imports. Why should our fishermen be continually hampered in their operations by unrestricted imports from countries where costs of production are at absurdly low levels—levels entirely inconsistent with American standards of living? If imports were confined to fishery products in the luxury class it would be bad enough, but today even fish meal is being dumped in this country at less than domestic cost of production, to say nothing of domestic profit.

But despite this and other restrictions which we intend to discuss in later issues, our fortunes have improved considerably. Times are better, and with a good Summer behind us, the decks are cleared for Fall. The ATLANTIC FISHERMAN's prediction, based on its daily contact with producers, is that this improvement will be intensified during the coming months, bringing with it better business for us all.



*The plant and part of the fleet of the Star Fish & Oyster Co., Mobile, Ala. The large building at the left is all steel, with no beams or posts despite its span of 100 feet. The office at the right is air-conditioned.*

## Fine Fleet and Modern Plant Characteristic Of the Star Fish & Oyster Company

By James E. Munson

STEPHEN Foster's songs of the South are known throughout the world, and are, without doubt, lovely melodies; but from one standpoint they give the wrong impression; they hint that the Southerner, living in that charming section, takes life pretty easily.

This is rank injustice to a good many fish companies, and especially to the Star Fish & Oyster Company, of Mobile, Alabama, which was founded on the principle that hard work, intelligently planned, would yield dividends. The founders were right; the Company made rapid progress and very early in its career was an important factor in the fishing industry. No trace of that calm, slow method of doing business which uninformed Northerners ascribe to all Southern operations is, or ever was, in evidence.

The Star Fish & Oyster Company was founded in 1900 by S. Gonzales, J. E. Perez, Charles E. Perez, Victor A. Perez and Arthur Perez. Oysters and beach fish such as mullet, mackerel, trout, pompano, flounders, redfish and sheepshead were the principal seafoods the Company distributed.

In 1902, the Company purchased its first deep sea fishing vessel, and, finding that it was impossible to operate one such boat profitably, added two more in 1903. Still another was added the following year.

From time to time the officers experimented with different types of vessels, trying to find one with speed as well as carrying qualities. With the help of their shipbuilder, S. E. Krebs, the first modern fishing vessel to operate in the South's deep sea fisheries was built, and it was not long before all of the old windjammer type, high masted, heavy sailed vessels were discarded.

The business underwent a change in 1916, S. Gonzales purchasing the entire outstanding stock and forming a new company. The officers were S. Gonzales, President; Nelo J. Gonzales, Vice-President, and Mrs. S. Gonzales, Secretary and Treasurer.

Fortune dealt the new outfit a heavy blow the next year, when, on July 5, a terrible storm wrecked the plant and damaged several of the vessels so severely that three new ones had to be built. The new vessels made money, and in 1919 the Company purchased several shrimp boats. This branch of the business developed very rapidly and has been expanding ever since.

In 1920, experiments with salted fish were perfected to a point where approximately 250,000 pounds of salt mullet and 50,000 pounds of salt mullet roe were being put up during the three months' season. However, the demand for salt fish throughout the country has been losing ground, and as a result the Star Fish & Oyster Company has curtailed its salting operations.

About 1922 there was a scarcity of Southern fish, so the Company introduced haddock and cod in its territory, bringing them from Boston and New York. This movement grew until a sizable business had been built up in this department, but changing market conditions and better Southern catches brought about a virtual cessation of this activity in 1925. Since then, only small quantities of haddock and cod have been handled.

Another typical example of the keen watch the Company keeps on its production and sales is the change in policy in its oyster business. About 1925 the idea of trying to pro-



*Part of a trip of red snapper, one of the finest fish caught and marketed by Southern producers.*

duce and distribute all of the oysters produced in Alabama was abandoned, as the Company found it could not carefully select a graded oyster. Several of the larger oyster boats were sold, and the Company's oyster activities centered on a quality pack. Today the Company states that it enjoys the reputation of shipping the highest quality of oysters on the Gulf coast.

In 1926 S. Gonzales, who had directed the activities of the company since its founding, died, and in order to separate and settle his estate, the Company was reincorporated with Nelo J. Gonzales as President, V. A. Gonzales as Vice-President, Arthur S. Gonzales as Secretary, and Mrs. S. Gonzales, Treasurer.

#### Excellent Facilities at New Plant

The business was carried on at the same location at the foot of Canal Street on the river front until 1928, at which time an entirely new plant was built on the Industrial Canal. All of the machinery, cold storage, etc., of the old plant was junked; in the new was installed the most modern and efficient equipment available, including electric scalers, automatic hoists, electric saws, gravity chutes, direct Western Union and Postal Telegraph service, independent long distance lines, and other conveniences.

The main building "made history", as it was the first of its kind to be erected and tested in the United States. Made of steel, of arch construction, there are no posts or beams, although it has a span of 100 feet.

The office, in a separate building, is cooled either by direct refrigeration or a forced air installation, thus giving the large staff a comfortable place to work and improving their efficiency. The entire force both in the office and on the packing platform work by the music of a radio.

Also on the Company's property is a restaurant which is operated for the convenience of employees. All kinds of fish recipes have been worked out in the restaurant, furnishing the sales department with over 200 delicious ways to prepare seafoods for use in connection with the loose leaf recipes featured by the Company.

The Company manufactures its own ice, does its own fish freezing, and also has a number of large cooling rooms for holding catches temporarily. The entire plant is handled by automatic remote control, and the dual equipment is so arranged that both compressors can be used for the ice making side, or both for the refrigerating side, or one can be used for both ice making and refrigerating.

Fish freezing is accomplished by a vacuum brine type system and also by the usual air freezing system. The plant has a fish freezing capacity of 48,000 pounds per day and a storage capacity of 500,000 pounds. The ice rooms can hold 150 tons.

Business has shown a steady increase, with the result that 12 vessels have been added to the fleet. Departments for handling crab meat, dressed crabs, cooked shrimp and retail sales have also been inaugurated with complete success. Only through careful study and efficient equipment was the Company able to put out its "day-caught, day-cooked, day-packed and day-shipped" crab meat and cooked-peeled shrimp. Dressed crabs are prepared at the point of production.

The Company developed a specially constructed shipping container, made of veneer panels, wire-bound, and stenciled with the Company's insignia, a hooked fish in a circle superimposed on a large red star. All containers are oversize in order to refrigerate the shipments with an extra amount of ice, which assures the customer of a better product.

Vessels operated by the Star Fish & Oyster Company include the *Leo G.*, *Emma M.*, *Baby Ann*, *S. Gonzales*, *S. E. Krebs*, *Roy Krebs*, *Nelo G.*, *Peggy G.*, *Mary Carmen*, *Emily G.*, *Tom & Jean*, *Restless Jimmy*, *Firewater*, *Marler*, *Thelma*, *Wilhelmina E.*, and two or three small boats. These are all powered with motors as well as sails, the majority having gasoline engines installed.

With a fine fleet, a modern plant, and able officers, the Company undoubtedly will always be a dominating factor in the fishing industry of the South.

## Oyster Producers Report on Summer Spatfall

**T**HANKS to the generous co-operation of a number of leading oyster producers, the ATLANTIC FISHERMAN is able to publish the following valuable summary of the Summer's oyster set on the Atlantic seaboard:

#### \* Rhode Island

"Some set up the Bay, but we have not had any in the lower Bay since 1910." H. I. Reynolds, Beacon Oyster Co., Wickford.

"We have a good set here in Narragansett Bay in some places. Ordinarily we do not count on this bay very much for sets but they do amount to something at times." J. Richards Nelson, Warren Oyster Co., Warren.

#### Connecticut

"It appears there is a set in this region, but it is not possible to estimate the proportion or value. It is also reported we have a set of stars. Conditions so far as weather is concerned have been favorable for a set." Howard W. Beach, F. Mansfield & Sons Co., New Haven.

"Water temperatures and salinity were favorable throughout July in those areas which we prepare and shell in an attempt to obtain a set." A. E. Loring, Connecticut Oyster Farms Co., South Norwalk, Conn.

#### Long Island

"There was absolutely no set in Great South Bay this Summer, not even on the public grounds. Marketable oysters in South Bay are in excellent shape and this indicates we are going to have good fat oysters for the coming season." Paul O. Mercer, Bluepoints Co., Inc., West Sayville.

"We planted some shells in upper Peconic Bay and find there a set that looks to us to be in excellent condition." James U. Lester, Greenport Oyster Co., Greenport.

#### New Jersey

"There has been a large set on both public and private beds from Capes to Arnolds Point, which includes all the principal planting grounds. It has made the oystermen very optimistic and we are looking forward to fine planting next year." George N. Shillingsburg, The Shillingsburg Oyster Co., Greenwich.

"There is a very good growth all over the Cove, the first in several years. Our oysters here too are looking extra fine, and it seems that we will have a good supply of very fine quality oysters for the 1935-36 season." W. R. Miller, Miller & Hollinger, Port Norris.

J. N. Fowler also reports an unusually good set, pointing out, however, that it has to run the gauntlet of drills and other enemies before oystermen can cash in on it.

#### Chesapeake Bay

"The oyster set on the Chesapeake and its tributaries has been exceedingly light during the current season. A small spatfall took place about July 10. Since then, there has been no setting. The condition of the water and of the oysters at present leads us to believe that there may be a set later on. However, the late set in the Chesapeake Bay usually is not a dependable one." Dr. R. V. Truitt, Chesapeake Biological Laboratory, Solomons Island, Md.

"It will be sometime in September or first of October before we will know about the set for this season. It is our understanding that oysters for shucking will be rather scarce on the natural rocks. We believe there is a normal supply of planted stock." I. T. Ballard, Ballard Fish & Oyster Co., Norfolk, Va.

"I am not in a position to tell you the condition of our rocks at this time. I am glad to report, however, as far as I can learn the plants in this section are looking fairly good for this season of the year. The drills behaved themselves very well this Summer and we see very little death rate on our private beds." R. L. Miles, J. H. Miles & Co., Norfolk, Va.

## Massachusetts Department of Agriculture To Conduct Fish Cooking Schools

By Gardner Lamson

**W**ITHIN a few weeks 28 cooking schools will be conducted by the State Department of Agriculture to teach Massachusetts' housewives and chefs the best methods of cooking fish, buying seafood and preparing it for the home or restaurant table.

This announcement was made on August 20 by the State Department of Agriculture, which at the same time released its annual report showing that 20 schools have been conducted during the past year for the purpose of aiding the fish retailer to merchandise seafood products more profitably.

This program is all part of the state's contribution to promote the commercial fisheries in Boston, Gloucester and New Bedford and other fishing centers throughout the state.

The 28 cooking schools will extend over a period of 114 weeks and 76 varieties of fish will be utilized during the lessons.

### Trawlers Take Up Swordfishing

Owing to the bright idea of Capt. Reggie Burgess of the trawler *Amherst*, owned by the General Seafoods Corp., trawlers and dragners will play a large part in swordfishing operations from now on. Capt. Burgess, an ex-swordfisherman with a good reputation as a striker, reported after one of his recent trips that considerable swordfish were visible in the vicinity in which he had been trawling, and since his trawling operations were rather quiet during the day, as he was catching most of his fish at night, he felt there was a possibility of harpooning some of the swords from the trawler.

A pulpit was rigged and the necessary equipment put aboard, and in a ten-day trip he brought in 125,000 lbs. of groundfish and 47 swords. J. L. Alphen, Vice-President of the Company, estimates that the *Amherst* thus caught about 75 per cent of a normal trip of groundfish for this season of the year, and also secured about 50 per cent of an average swordfish trip. The boat stocked about \$4,000, each fisherman receiving \$90 for the 10-day trip.

The catch caused considerable comment around the Pier, and several trawlers have followed the *Amherst's* example.

### Swordfish Landings

Receipts of swordfish, both domestic and foreign, show quite an increase over the corresponding period last year. Total receipts at Boston up to August 27 amounted to 10,448 fish as compared with 8,254 in the corresponding period last year.

L. T. Hopkinson, Fisheries Expert of the U. S. Tariff Commission, had a crew of investigators in Boston last month checking up on the imported swordfish situation.



The "Jackie B.", Capt. John Barrett, powered with a 110 hp Atlas Imperial Diesel engine and equipped with Edison batteries.

### Two Vessels Have Narrow Escapes

Two vessels, one from Gloucester and one from Boston, had narrow escapes from being sent to the bottom with all hands by steamers during the thick fog on the banks last month. The mackerel seiner *Mary F. Curtis*, Capt. David Keating, was within 20 feet of ending her days off Nauset, Cape Cod, as a steamer passed her at full speed, while the Boston beam trawler *Patrick J. O'Hara*, Capt. Patrick McCue, was actually scraped by a steamer 60 miles off Halifax.

### "3 & 1 & 1" to Have New Engine

The *3 & 1 & 1*, Capt. John Salvadore, of Vineyard Haven, will have a new 110 hp Wolverine Diesel installed as soon as the scallop season slacks off, according to Sam Cahoon of Woods Hole, who is part owner of the boat.

### Casey-Built Boat Delivered

The Casey Boat Building Co., Fairhaven, Mass., just recently delivered the *Manomet*, a general utility boat, to the U. S. Engineer Office at the Cape Cod Canal. The *Manomet* measures 36 x 8 x 3.5, and is powered with a 250 hp Hall-Scott "Invader", turning a 3-blade 21 x 18 Hyde wheel at 1860 rpm to give an average speed of 18.27 knots. The boat is also equipped with a Monel Metal shaft, 12-volt Willard battery, and a C-O-Two remote control fire extinguishing system.

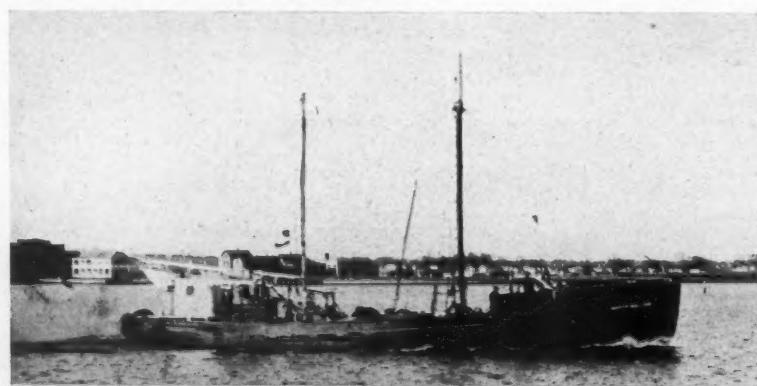
### Fuel Injection Conversion

The Wharf Machine and Electric Co., Inc., recently completed another fuel injection conversion by installing a Bosch fuel injection system on the Colo auxiliary engine aboard the dory fisherman *Gossoon*, Capt. Dick Steinfield, owned by O'Hara Vessels, Inc.

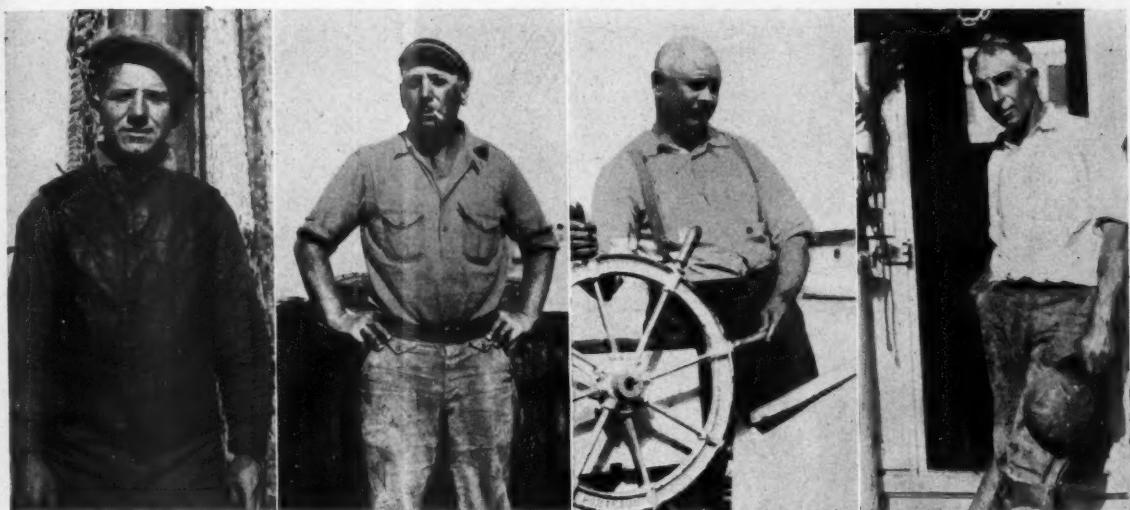
The Wharf Machine & Electric Co., Inc., has been appointed representative for C.A.V. Bosch in conjunction with Bosch & American Bosch Corp.

### Vessels Repainted

The *Isabelle Parker*, *Marjorie Parker* and *Andover* of Boston, and the *Bethulia* of Gloucester, are among the Massachusetts fishing vessels which have been repainted recently. Pettit paint was used on the four mentioned.



The "Mary R. Mullins", owned by Capt. Daniel F. Mullins of New Bedford, Mass., and skippered by Capt. Nils Kelsen. Powered with a 180 hp Fairbanks-Morse Diesel turning a Hyde propeller on a 4-inch Monel Metal shaft.



Left to right: Capt. Ernest Tarvis, owner of the "Mermaid" of Provincetown; Capt. William Cabral, owner of the "Capt. Bill", also of Provincetown; Capt. Joseph Sanchez, of the "Emily H.", Newport, R. I., and Lonis Spencer, engineer on the "Driftwood" of Woods Hole, Mass.

Fish Pier Landings for August  
(Hailing Fares)

Adventure	261,000	Loon	172,000
Alice J. Hathaway	90,000	Maine	334,000
Alvan T. Fuller	166,500	Malolo	75,400
American	91,000	Maris Stella	172,000
Amberst	170,000	Marjorie Parker	42,000
Andover	426,500	Mary de Costa	44,000
Andrew and Rosalie	164,000	Mary E. O'Hara	55,000
Atlantic	243,000	Mary P. Goulart	263,500
Boston	92,000	Natalie Hammond	101,500
Boston College	102,000	New Dawn	80,700
Brant	366,000	Newton	485,500
Brookline	362,000	Notre Dame	232,000
Cambridge	197,000	Ocean	103,200
Chas. M. Fauci	42,000	Oretha F. Spinney	44,000
Comber	142,000	Patrick J. O'Hara	196,000
Cormorant	308,000	Penguin	290,000
Cornell	225,000	Philip P. Manta	66,000
Dartmouth	548,500	Plover	111,000
Donald	267,000	Plymouth	220,000
Dorchester	298,000	Pollyanna	309,500
Ebb	516,000	Princeton	156,000
Elk	102,000	Quincy	274,000
Exeter	251,500	Rainbow	178,500
Fabia	348,500	Rhodora	96,000
Flow	247,000	Ripple	265,000
Foam	294,000	Sadie M. Nunan	80,500
Fordham	104,000	Santina D.	56,500
Gale	320,000	Saturn	137,000
Gemma	115,000	Sea	195,000
Gertrude L. Theband	33,000	Shamrock	261,500
Gertrude M. Fauci	113,400	Shawmut	209,000
Gertrude Parker	130,000	Spray	225,000
Gossoon	283,000	Thelma	30,000
Harvard	189,000	Thomas Whalen	435,200
Helen M.	110,000	Tide	96,000
Heron	384,000	Trimount	112,000
Hesperus	83,000	Vagabond	146,000
Holy Cross	203,000	Vandal	56,000
Illinois	392,000	Venture II	168,600
Imperator	70,000	Verna G.	45,000
Ingomar	167,900	Wave	194,000
Isabelle Parker	194,000	Whitecap	279,000
Kingfisher	362,000	Wild Goose	310,000
Lark	149,000	William J. O'Brien	341,000
Laura Goulart	190,000	William L. Putnam	282,000
Leonora C.	93,000	Winthrop	91,000

## Gloucester

### Chosen as Location For Fisheries Annual Outing

By Gardner Lamson

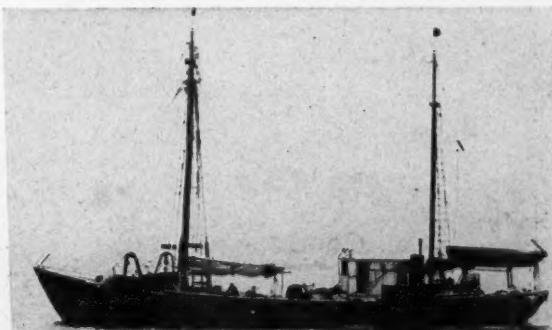
OVER 500 men and women associated with the fishing industry participated in the annual outing of the Massachusetts Fisheries Association held at the Hotel Thoreau, Bass Rocks, on September 7.

J. Lawrence Alphen, Vice-President of the General Seafoods Corp. was general chairman, and John DelTorchio, Manager of the Cape Ann Cold Storage Company, was the Gloucester chairman.

In the afternoon entertainment and indoor sports were held. The feature of the day was the banquet, which was followed by dancing.

A joint committee representing the fishing industry was appointed to care for all the details. The chairman of the Gloucester committee, Mr. DelTorchio, appointed the following as his assistants:

Frederick McG. Bundy, Fred A. Grant, Edward J. Morris, Capt. John Chianciola, Capt. Leo Linquata, Capt. Peter Favazza, Carl N. Tarr, Capt. Benjamin Cururu, Capt. Gerry Shoares, John A. Smith, Jr., and Henry F. Brown, secretary of the Gloucester Master Mariners' Association.



The "Andover", powered with a 230 hp Cooper-Bessemer Diesel, rigged with New Bedford cordage, and recently repainted with Pettit paint.

The general committee aside from the local representatives included several leaders in the industry. They were: Mr. Alphen, general chairman; John A. Tonneson, president, and Edward H. Cooley, manager Massachusetts Fisheries Association; Raymond C. Mudge, Bay State Fishing company; Walter S. Hallett, American Fish Company; Bartholomew F. Whalen, R. O'Brien Company; Edmund L. Dunn, president, New England Fish Exchange, and Frederick McG. Bundy, comptroller, Gorton-Pew Fisheries Company of Gloucester. The chairmen of the various committees were: Nelson Harrington of Joseph A. Rich Company, sports; John Wheeler of General Seafoods, banquet; Ralph B. Ward, of John Burns Company, dance; Edmund L. Dunn, tickets; William S. Wennerberg, of J. Adams Company, finance; John DelTorchio, Gloucester committee; Alice D. Nash of Massachusetts Fisheries Association, ladies; John N. Fulham of Haskins Fish Company, guests; John N. Fulham, Jr., souvenirs, and Frederick B. Williams, transportation.

#### First to Arrive Here with Swordfish

The Gloucester swordfishing schooner *Portugal*, Capt. Albinio Pereira, arrived last month with 131 swordfish which were conveyed to Boston for market.

#### Cooper-Bessemer Installations

The Gloucester swordfisherman Gov. Al Smith will increase her engine power from a 150 hp Cooper-Bessemer Diesel to a new 230 hp engine of the same make.

Another fisherman to have a new engine is the Boston dragger *Rita B.*, Capt. Azro M. Blye, who has ordered a 230 hp Cooper-Bessemer Diesel to be installed this month.

The Gloucester mackerel seiner *Marietta and Mary*, Capt. Nick Giamanco, has recently had a new 180 hp Cooper-Bessemer engine installed.

#### "Clara and Hester" Lands Record Swordfish

The swordfishing schooner *Clara and Hester* in which Capt. Harry Clattenburg is the skipper, arrived on August 27 from a Cape Shore trip lasting 33 days with 57 very large fish and having aboard the biggest one of the season, a fish weighing over 650 pounds.

#### Seiner Goes Ashore in Fog

Fog caused the local mackerel seiner *Catherine Graffeo* to go ashore on the morning of August 21 on Winthrop Bar and it was late afternoon before the vessel was released by the tide.

#### Install Radio Compasses

The *Mildred Silva* and *Edith L. Boudreau* have been equipped with Dane radio compasses and direction finders by E. S. Ritchie & Son Co.



The "3 & I", owned by Sam Caboon of Woods Hole, Mass., and captained by Alton Tilton. Equipment includes Exide batteries, Hathaway winch, Plymouth cordage and Columbian propeller.

## Vineyard

### Looks for Plenty of Fish During Fall Season

By J. C. Allen

THE day and hour having arrived for the regular scrivining of this report from the off-shore grounds, the Wheelhouse Loafer takes the trusty Oliver beneath the usual two fingers and one thumb for the purpose.

For the past fortnight and over, the Vineyard has been treated to a liberal taste of the good, old Presbyterian Hell without any frills or camouflage. It has been so cussed hot that the pitch not only boiled out of the deck seams, but the deck itself caught fire in various instances and had to be soaked down with water during the daylight hours.

#### Effect of Heat on Fishing

The effect on fish and fishing has been what might have been expected for it has happened, in some measure, before. The water inshore got too warm for swords, and the small-boat fishing has declined as a consequence, while the deep-legged fleet has had better luck. Instead of the swords and the scup and mackerel, we have had any godsamount of tuna schooling close aboard. Tuna and albacore, and a rather numerous visitation of the skilligillee.

This doesn't mean that the regular broadbill sword has deserted us by any means, but they have worked into bolder water, while the other species have worked in. The dolphin have showed up and the blues, although these last-named have not been biting too well on the rips. The sea has been alive with bait and it appears that the critters are fulfilled most of the time.

#### Good Run of Tuna

The combination of weather and the run of fish, wherein the greenest inlander who ever took a merchaum pipe to sea, might steam the clock around and never have his coffee spilled, and at the same time drag aboard anywhere from four to forty tuna, have turned our ordinarily quiet sector of ocean into a paradise for the sport fisherman.

#### Plenty of Fish This Month

Trap-fishing has been very light and some of the gear has been hauled out, but as these lines are whangled out, the squalleagues are reported, and a considerable number have been picked up by nets and hand-lines. Handline fishing has



W. B. Calderwood's boat yard, Manchester, Mass. Mr. Calderwood handles Esso-marine fuels and lubricants.

SEPTEMBER, 1935

## ATLANTIC FISHERMAN

13

held up fairly well, and altogether, it looks now like an old-fashioned September with plenty of fishing right up to the first snow-flurries. Like all hands, we need it.

**Lobsters**

Lobsters continue to run very well, although the bulk of 'em run to chicken sizes. The demand has picked up and the price has jumped this month, all of which looks good for those lads who refused to be discouraged by the tough going of a year ago. Lobsters, like most everything else in the sea and on it, are peculiar critters, going where they doggone please, and when they feel that way. But they are not exterminated yet by a damsire. And if the world will listen to the ravings of a shoal-draught intellect, they won't be, either.

## Provincetown Dory Fleet Prepares for Fall Season

By J. C. Johnson

**A**BOUT fifty power dories will start out in mid-September for haddock and cod, operating mostly off Peaked Hill Buoy and off the Highlands. A few dories have been mackerel netting, many others have been tied up and their crews have joined flounder or swordfishing crews for the Summer. Netters will quit the end of September. The local seiners will finish then and return to flounder dragging.

**Sworders Returning**

Most of the Provincetown swordfishermen will soon be home, having had a fair Summer's fishing in Block Island and Noman's Land waters. Capt. Joe Macara's boat *Victory* was high liner, sharing \$275 for the two months' work. The returning boats will go flounder dragging out of Provincetown. Several boats have remained on this season to continue floundering and have received good prices for their catches in Boston and New York markets.

**Shipping Whiting**

Freezers are not stocked up as they were this time last year, but have been shipping whiting almost as fast as they come in. Ten and twelve-ton truckloads have been shipped to St. Louis, Cincinnati, Baltimore and other cities. Biggest shipping has been done by the Atlantic Coast Fisheries Co., which has made whiting its food fish specialty. Whiting is shipped out dressed, large fish are filleted and chilled, and medium sized fish are skinned and wrapped in Cellophane. The day of shipping round whiting is practically over. Atlantic Coast also has just started a new industry in canning fish and other ingredients for cat and dog food.

**Record Haul of Tuna**

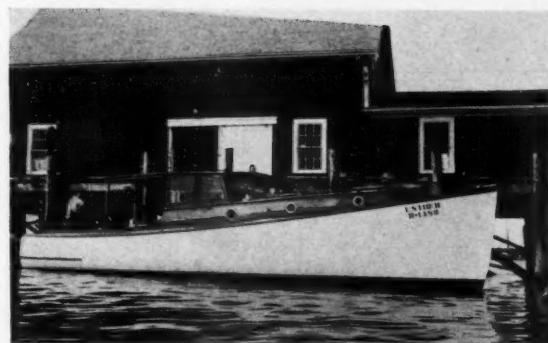
The biggest single day's haul of tuna in several years was landed at Provincetown wharves from the weirs Aug. 24, a total of more than 10,000 pounds. It was dressed and shipped to Boston and New York, where the price has been ranging from 5 to 10c. Most of the tuna were small fish, running from 20 to 150 pounds apiece. Capt. Joe Oliver's boat landed 3,000 pounds.

**Waiting for Fall Run of Mackerel**

Trap-fishing has slackened up; a Fall run of mackerel is awaited. Late in August Capt. George Brier brought in 30 barrels of the first blueback herring of the season. Vita Fisheries, Inc., took them for pickling. S. Sklaroff & Sons Company is way ahead of last year in the volume of mackerel salted. The total pack last year was 3200 barrels, but the firm expects to go over the 6,000-barrel mark by mid-September. Boston and Gloucester seiners have been supplying the bulk of the mackerel. The salted fish average 2½ pounds.

**Fairbanks-Morse for "Frances & Mary"**

Capt. Frank Herique, owner of the *Frances & Mary*, Provincetown, Mass., has purchased an 80 hp Model 36 Fairbanks-Morse Diesel, which will be installed this Fall by the Hathaway Machinery Co., at New Bedford.



Thirty-six footer built by Frost Bros., Jonesport, Me., for George P. Gardner of Monument Beach, Mass., and powered with a 50 hp Kermath.

**Maine****Sardine Seiners****Making Excellent Catches**

By Alfred Elden

**T**HE sardine industry is certainly booming all along the coast. The fish are running rather small and are packing out 16 to 22 to a can which makes very attractive boxes. Captain William R. Ricker, and his sons Raymond, Harold and Bill, Jr., made a great haul of fish in Coleman's Cove, Great Chebeague Island, in late August. Four days work brought them a check up in four figures. The Rickers carry five 100-fathom seines that cost about \$500 each. The fish sold for 40 cents a bushel at the factory. In one set off Jewell's Island the Rickers took 6000 bushels in a night.

Warren Doughty, of Chebeague, also did well. His crew collected more than \$400 apiece for ten days work. Captain Manley Dyer, Captain Gus Doughty, Captain Sidney Doughty, his sons Roger and Sidney, and Captain Silas A. Calder are other Chebeague seiners who are doing well this season with the herring. Others seiners from Portland and vicinity include Captains John Trefethen, James Richardson, Frank Cross, Ed Bennett, Arthur Bradley and Bill Bartea. Sardine carriers seen around the bay are *Mary S.*, Captain Frank Drinkwater; *K. of P.*, Captain Frank Holbrook; *Sylvina Beal*, Captain Frank Pendleton; *Continental*, Capt. Ed McNeill; *Mary Lord*, Captain Tom Holbrook; and the *Oquirrh*, Captain Bill Howell.

**E. W. Brown Co. Resumes Operations**

William R. MacDonald, has started the E. W. Brown Co. sardine factory at South Portland which has been idle since 1933 when he took a few fish. This plant began operations August 1 and is doing a good business employing about 150. Most of the fish are coming from the Sheepscot River.

**New Refrigerating Plant Starts Operating**

Rockland's importance as a fishing port was considerably augmented on August 19 when Commissioner of Sea & Shore Fisheries Rodney E. Feyler started his new refrigerating plant on Tillson Wharf. This big plant is directly opposite Feyler's, Inc., and its president is Mr. Feyler. Sumner P. Whitney is treasurer, James E. Connellan is clerk and the directors comprise the three named and Charles B. Carver of Rockland and Sherman T. Jameson of Friendship. The capital stock for the new corporation is \$100,000.

The building is a two-story structure 95 x 45 feet. The ice making machinery is on the ground floor and has a capacity of 15 tons a day, the storage capacity being 300 tons. The cold blast system is used and the temperature of the freezing room will be 25 below. Motive power is furnished by two Frick machines one 9 x 9 and the other 7 x 7 with synchronous motors. There is an electric hoist and everything is

automatic. An electric crane handles the cakes which are washed and dumped into storage without being touched by hand. The storage rooms have a capacity of half a million pounds of scallops and fish—fillets being handled.

The second floor will have a commodious office and there will also be a workshop for the manufacture of barrels, boxes, and a fishermen's supply store handling gasoline, oil, etc. Today Commissioner Feyler is operating three large modern dragners on Georges Banks taking scallops and he also has 16 fishing boats out of Rockland.

#### Lands 120 Swordfish

The *Alice M. Doughty*, Captain Reuben Doughty, brought in 120 swordfish from Georges breaking the previous high record held by a Portland vessel, the *Benjamin Thompson*, which had 104.

#### New Ruling for Lobster Dealers

Under recent ruling dealers licensed by the Commissioner of Sea and Shore Fisheries must put on each package of lobster meat the name of licensee and the number of the license, the place of business, the date the meat was taken from the shell and the number of net pounds in the package. Maine now makes it illegal to handle any lobsters less than  $3\frac{1}{8}$  or more than 5 inches in length alive or dead, cooked or uncooked, measuring from the rear of the eye-socket along a line parallel with the body shell to the rear end of the body shell.

#### Assurance of Harbor Surveys Received

Congressional approval of five harbor modifications and 20 harbor survey items in New England which were not provided when the rivers and harbors bill originally passed the House are now assured with the approval of the conference report. This agrees to a \$44,300 appropriation for dredging Corea Harbor. Also surveys are authorized for work at Stonington Harbor, Bagaduce Harbor, Prouts Neck, Hendricks Harbor, Monhegan Harbor, Ogunquit-Perkins Cove, Cranberry Island Harbor, the Kennebec River.

#### Feyler Pushes Fishery Program

Rodney E. Feyler, Maine's energetic Commissioner of Sea & Shore Fisheries, is still working hard to secure Federal approval and money for his plan to rehabilitate the fishing industry of the State. This plan, outlined in the August issue of the ATLANTIC FISHERMAN, involves three major enterprises: bringing in seed scallops from Georges Bank for liberation in Maine bays, the establishment of a lobster hatchery and rearing station at Rockland, and rehabilitation of the clam and quahog beds by transplanting these bivalves from polluted areas to uncontaminated districts. A grant of \$110,000 from PWA funds is requested; the actual work would be under the direction of Commissioner Feyler and other State officials.

#### Capt. Bickford Changing Engine

Capt. Frank Bickford of Vinal Haven, Me., is installing a 40-50 hp Model E-4 Murray & Tregurtha engine in his vessel, the *Verna G.*

#### Two "Richards" Have Fine Season

Captain Irwin Paulson, in the *Richard J. II* and Captain E. Johnson in the *Richard J.* had one of the best Augests of any of the Portland fishing fleet. These are both gill-netters and each employs four on board and two ashore taking care of gear. Captain Paulson sells most of his fish to the Portland Fish Co. while Captain Johnson generally takes his out at the Dirigo Fish Co. No figures are available at this writing to indicate the exact amounts the vessels stocked but both skippers and the crews expressed themselves as well satisfied.

The *Richard J. II* is the newest craft, having been built by Rice Bros., at Boothbay, a year ago. She is 50 x 12.6 x 5½ and has one of the new Fairbanks-Morse Diesels of 80 hp. Her propeller is a Hyde; shaft, Tobin bronze; range, Shipmate; battery, Exide and she has an electric starter. Captain Paulson is deservedly proud of his trim vessel.

The *Richard J.*, Captain Johnson, was built a few years ago at the Bernard Warner yard, Kennebunkport. She is 50 x 13 x 5 and has a Fairbanks-Morse Diesel of 45 hp. She, too, has a Hyde propeller and Tobin bronze shaft. Both *Richards* have the same owners, their skippers and Capt. Jensen.

## New York News and Gossip

### On Production and Marketing

By Larry Herzog

**V**ESSEL landings at Fulton Market for the period of July 17 to August 16 showed a slightly lower total than the previous month's landing. Total landings for the period were as follows:

Scallops	30,820 gals.	Dabs	33,500 lbs.
Flounders	499,000 lbs.	Porgies	39,000 "
Ground Fish	1,068,000 "	Hake	6,000 "
Haddock	377,000 "	Fluke	33,900 "
Cod	430,000 "	Croakers	8,000 "
Scrod	60,500 "	Sea Bass	4,600 "
Tile	68,000 "	Bluefish	53,280 No.
Mixed Southern Fish	2,000 "	Swordfish	9 "

This total load of 2,660,320 lbs. plus 53,280 bluefish and 9 swordfish was brought in by 75 boats which made 150 trips. The 30,820 gallons of scallops were brought in by 31 boats which made 53 trips.

#### South African Lobster

All the way from Capetown, South Africa, 6,786 nautical miles away, is coming quick-frozen lobster, packed by Swerling & Sons, and imported into New York City by the Consolidated Smoked Fish Corporation, Brooklyn. Believe it or not, it is being sold for the amazing price of 25 cents the pound, delivered to wholesale buyers anywhere in the metropolitan area. This is all solid meat, for the South African lobster or crayfish hasn't got much else besides tail.

#### Smelts to the Fore

Crocker Brand smelts packed at Newcastle, N.B., on the Miramichi River will be given a coming out party this coming November by Bill W. Woods who will also continue to extole the delectable qualities of Rupert salmon and halibut. Bill has the exclusive selling agency for these smelts for the territory composed of New York, Philadelphia, and Washington, D. C.

#### Capt. Charley Johnson Killed

Knut (Captain Charley) Johnson was accidentally killed when a cake of ice fell on him and a set of other circumstances resulting from this while servicing a fishing boat on August 11 at his recently opened ice depot on the Ulmer Park Pier at Gravesend Bay.

Captain Charley was born in Haugesund, Norway, only 48 years ago. He lived a full life on many seas, shipping aboard an Arctic whaler at the age of 12; moving to this country when 14; serving a 4-year term in the United States Navy at 18; crew man aboard many famous racing yachts including the *Vanitie* and *Resolute* in their brushes with doughy old Sir Thomas Lipton's *Shamrocks* in defense of the "Old Mug"; skippered Ben Pine's *Gertrude L. Thebaud* in her successful race against the *Bluenose* back in 1930; and captained and owned a number of fishing boats including the *Harold*, *Kathleen*, *Bettina*, *Pocomo*, etc.

At the funeral services held in Brooklyn, there were many of his old friends including Captains Tom Johnson, Chris Enders, Harold Haraldsen, Oscar Nelson and numerous others.

He leaves a widow and three children. The boys, Martin and Walter, are carrying on the ice business at the old stand.

#### "Juneal" and Four of Crew Lost

Four members of the crew of the 85-ft. *Juneal* of New York were lost when an explosion aboard the vessel blew out part of the hull and sunk the craft off Nantucket Shoals August 19. Capt. Gustave Olsen and three other members of the crew were picked up by the Norwegian freighter *Belpamela*. The *Juneal* had sailed from New Bedford August 16, and had about 15,000 pounds of haddock aboard when she went down.

## Long Island

### Oystermen Expecting Most Successful Season

By C. A. Horton

**T**HE oyster growers of Long Island, who are anticipating one of the most successful seasons in many years, were hosts on August 28 to a group of newspaper and magazine writers and photographers prior to the opening of the 1935-36 oyster season, which got under way on September 1st.

The party was taken from the Bluepoints Company dock at West Sayville in the morning in two boats, Capt. Byron Moger's party boat the *Ruth* and the *Willie K.*, one of the Bluepoint's oyster dredges. The two craft proceeded across the bay to a point off Ocean Beach where the oyster boat dredged up a quantity of the shellfish.

The party then proceeded to Cherry Grove Hotel where a shore dinner was served by the Long Island growers.

Howard W. Beach, President of the Oyster Growers & Dealers Association spoke briefly, complimenting the Long Island oyster growers and wishing them the fulfillment of the successful season that is promised.

In addition to the writers, the guests included several Fulton Market shellfish dealers. Paul O. Mercer, Manager of the Bluepoints Company, was in charge of the day's outing.

#### Investigators Clean Market of Clam Irregularities

For some time clams shipped from several New Jersey ports have been received in Fulton Market as Long Island products and sold as such, and an investigation by the New York City Department of Health co-operating with market officials and the Long Island Fishermen's Protective Association to stop this deception has netted results.

#### Scallop Season Opens

The scallop season which opened September 1st has the promise of being a very good one as "bugs" last year were plentiful and law protected. The boats and shops are being put in shape for the season's catch.

#### Crabs and Clams Plentiful

The catch of crabs in the creeks during August was larger than in many years.

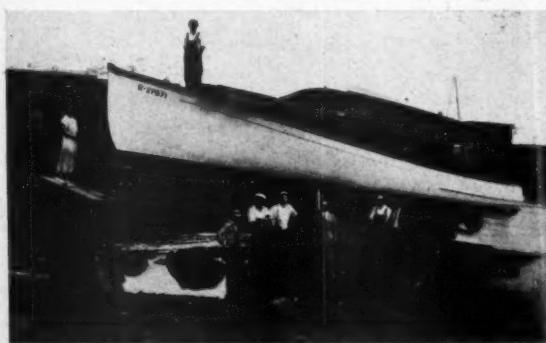
Clams, both soft and hard, have been dug in larger quantities and sold at better prices than for some time.

#### Trap Fishing

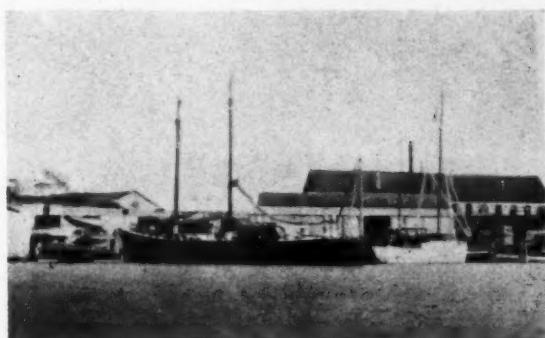
The East Marion trap fishermen report the catch of fish as fair during the entire season but prices have been rather low.

#### "Amelia D." Sinks Off Montauk

Parting her cable while riding out a storm at Montauk, the *Amelia D.* of Newport had a hole stove in her side and sunk in several fathoms of water. Capt. Richard Cramp, owner of the vessel, and crew of five were saved by the Coast Guard cutter *Algonquin*. Plans were made to raise the vessel.



The "Whitco", handsome craft owned by Edgar F. Whitmore of Amityville, L. I. The boat is 40 ft. over all, and has a 125 hp Buda engine.



The "Reliance", Capt. Grover Eldridge, of Noank, Conn. This vessel was overhauled and repainted recently. Smith paint was used.

## Rhode Island Finds Fishing Good

**G**ILL netters and handliners operating out of Newport and vicinity are finding bluefish quite plentiful. Cliff Tallman, of the Tallman & Mack Fish & Trap Co., observes that blues apparently are thick this season all the way from Virginia to Pollock Rip lightship.

Mr. Tallman also reports that Block Island is in danger of being eaten up by the swarms of tuna in those waters. The fish are running from 35 to 70 pounds, and giving fishermen a good battle for their money.

#### Scup Plentiful but Small

Scup have been plentiful, too, but the catches are running from one-half to two-thirds small, a trend that has been going on since the Winter trawl fishery started off Virginia about six years ago. Whether the winter fishery is responsible, or not, is subject to debate as no one actually knows, but many experienced operators believe it must have something to do with it.

#### Trap Fishing

Newport traps are still getting mackerel, mostly of the bullseye size. Tallman & Mack have been operating two traps this summer, both equipped with Ederer netting.

#### Bay Scallop Starts

Bay scalloping in Rhode Island waters started September 9. Fishermen reported that there has been the biggest scallop set in many years in this district, and that similar conditions hold true in Massachusetts.

#### R. I. Oyster Producers Form Exchange

Formation of the Rhode Island Oyster Growers Exchange, with all oyster producers of the State as members, has just been effected. The organization will be incorporated under the laws of Rhode Island and is formed under authority given to producers of fish and shellfish to form co-operative selling organizations by recent Congressional legislation.

The office is located in East Providence, in the R. I. Oyster Farms Building, but is distinct from that company's office. Fred G. Smith is Secretary.

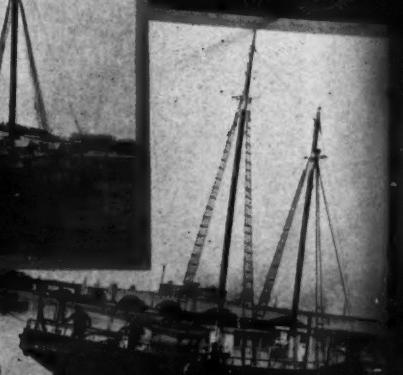
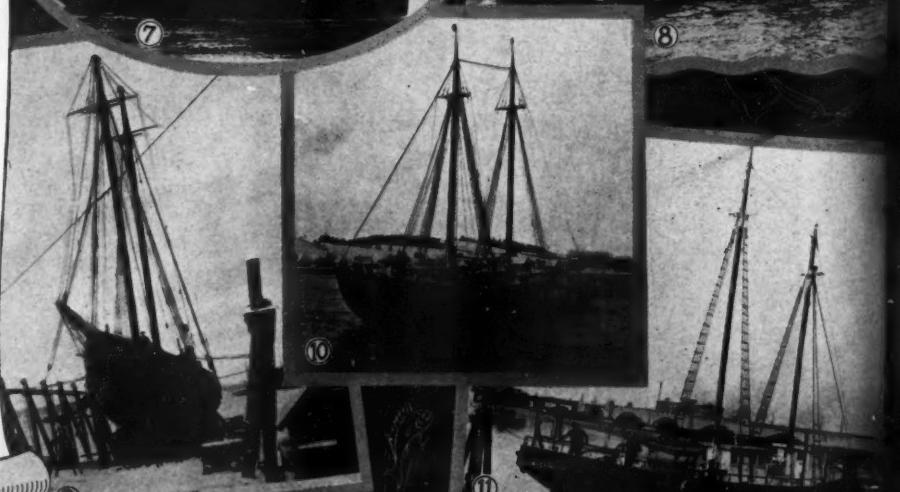
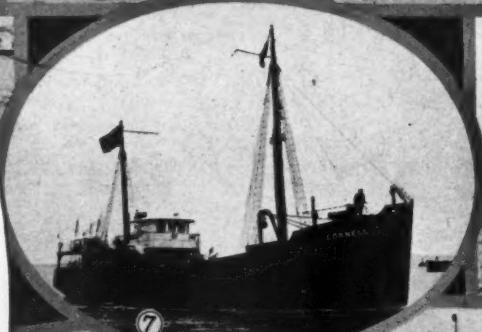
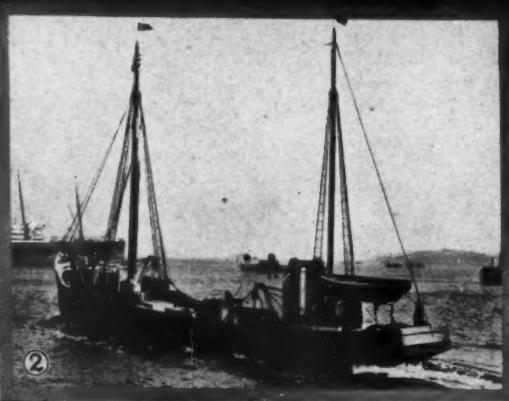
Members are the American Oyster Co., E. B. Blount & Sons, George Greene, Beacon Oyster Co., Walter Field, Narragansett Bay Oyster Co., B. J. Rooks, R. I. Oyster Farms Co., Shepard Bros., Sea Coast Oyster Co., and Warren Oyster Co.

The Exchange proposes to give better service to customers at a fair price, and is confident that much can be accomplished by such co-operation.

#### Photo Caption Corrected

The plant and boats whose picture appeared on page 17 of our August issue are those of the Beacon Oyster Co., Wickford, R. I., instead of the company mentioned. We regret this unintentional slip, and thank H. I. Reynolds, President and Manager of the Beacon Oyster Co., for graciously calling the matter to our attention.

# THE FISHING FLEET ITS EARNINGS WITH C



1. Sch. R. Eugene Ashley, Owner, Capt. John Murley, Fairhaven, Mass. Engine, 110 H. P. Cooper-Bessemer Diesel.
2. Trawler Gertrude Fauci, Owner, Fauci Oil Co., Boston, Mass. Engine, 275 H. P. Cooper-Bessemer Diesel.
3. Sch. Newfoundland, Owner, Capt. John Murley, Fairhaven, Mass. Engine, 170 H. P. Cooper-Bessemer Diesel.
4. Sch. Serafina, Owner, Joseph Chiaciola, Gloucester, Mass. Engine, 110 H. P. Cooper-Bessemer Diesel.
5. Sch. Alpar, Owner, A. L. Parker, Boston, Mass. Engine, 170 H. P. Cooper-Bessemer Diesel.
6. Sch. Ruth Lucille, Owner, Capt. Thomas Benham, Gloucester, Mass. Engine, 230 H. P. Cooper-Bessemer Diesel.
7. Trawler Cornell, Owner, General Seafoods Corp., Boston, Mass. Engine, 370 H. P. Cooper-Bessemer Diesel.
8. Sch. Francis Denshy, Owner, Fauci Oil Co., Boston, Mass. Engines, a 230 H. P. and an 80 H. P. Cooper-Bessemer Diesel.
9. Sch. Robert Knickle, Owners, Adams & Knickle, Lunenburg, N. S. Engines, two 60 H. P. Cooper-Bessemer Diesel.
10. Sch. Bessemer, Owner, W. C. Smith & Co., Lunenburg, N. S. Engine, 170 H. P. Cooper-Bessemer Diesel.
11. Sch. Lois Corkum, Owner, Capt. Wm. Corkum, Everett, Mass. Engine, 110 H. P. Cooper-Bessemer Diesel.

THE COOPER-BESSEMER CORPORATION

Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

# HAS INCREASED COOPER-BESSEMER DIESELS

If your boat is not yet powered with a Cooper-Bessemer Diesel investigate at once the savings they are making for so many others in the fishing fleet. Sizes range from 50 to 1250 H. P.



12. Sch. Mary P. Gouliart, Owner, Capt. Lawrence Santos, Provincetown, Mass. Engine, 180 H. P. Cooper-Bessemer Diesel.

13. Sch. Isabel Parker, Owner, A. L. Parker, Boston, Mass. Engine, 170 H. P. Cooper-Bessemer Diesel.

14. Sch. Gosoona, Owner, O'Hara Vessels, Inc., Boston, Mass. Engine, 230 H. P. Cooper-Bessemer Diesel.

15. Sch. Gertrude De Costa, Owner, O'Hara Vessels, Inc., Boston, Mass. Engine, 170 H. P. Cooper-Bessemer Diesel.

16. Sch. Shamrock, Owner, O'Hara Vessels, Inc., Boston, Mass. Engine, 230 H. P. Cooper-Bessemer Diesel.

17. Sch. Geraldine & Phyllis, Owner, A. L. Parker, Boston, Mass. Engine, 230 H. P. Cooper-Bessemer Diesel.

18. Sch. Katherine Saunders, Owner, Capt. Herman Saunders, New Bedford, Mass. Engine, 170 H. P. Cooper-Bessemer Diesel.

19. Trawler Amherst, Owner, General Sea Foods Corp., Boston, Mass. Engine, 370 H. P. Cooper-Bessemer Diesel.

20. Sch. Ortha Spinney, Owner, Capt. Carl Olsen, Gloucester, Mass. Engine, 180 H. P. Cooper-Bessemer Diesel.

21. Trawler Boston College, Owner, Atlantic & Pacific Fish Co., Boston, Mass. Engine, 500 H. P. Cooper-Bessemer Diesel.

22. Sch. Andover, Owner, General Seafoods Corp., Boston, Mass. Engine, 230 H. P. Cooper-Bessemer Diesel.

## BRANCH OFFICES

43rd St.  
New York City

Mills Bldg.  
Washington, D. C.

Hoffar's Limited,  
Vancouver, B. C.

53 Duncan St.  
Gloucester, Mass.

Esperson Bldg.  
Houston, Texas

640 E. 61st St.  
Los Angeles, Calif.

The Pacific Marine Supply  
Seattle, Washington



The "Maud S.", Beach Haven, N. J. Capt. Sam R. Cranmer, shown in the photo, uses Eveready batteries and a 30 hp Palmer motor.



The "Anna M.", owned by Capt. Arthur Olson, No. Wildwood, N. J., and equipped with a 150 hp Wolverine Diesel and Gould batteries.

## New Jersey Fishermen Look for Good Fall and Winter Season

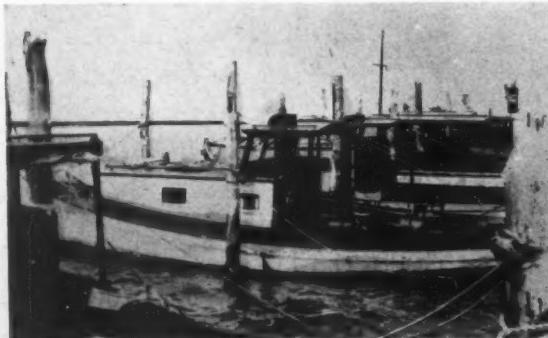
**T**HE O. A. Huf Co. at Otten's Harbor is the scene of much activity these days. According to Teddy Hanson, sales promotion manager of this active Wildwood concern, the Summer has been a good one and the outlook for the Winter season is good. "Demand", said Mr. Hanson, "is picking up, so naturally higher prices will follow. Prices have been down, but there is no doubt but that the coming Winter season will see an increase of nearly 100% in the prices of the cheaper varieties with such fish as bass, fluke and weakfish showing 25% advance in price."

Among the boats packing at the Huf Dock the last week in August were the *Anna M.*, Captain Arthur Olsen and the *Ramona*, owned and operated by Captain Nels Soderberg of Phoebus, Virginia. Captain Simon Landry's able dragger, the *Mary Landry*, was in after making a number of trips to Nantucket Shoals.

The *Ramona* is powered with a 110 hp Atlas-Imperial and uses Exide batteries for the lighting plant. R. J. Ederer Net and Twine Company's nets are used exclusively. The *Mary Landry* is powered by a 140 hp Fairbanks-Morse, using Edison batteries, Hathaway winch, and Hyde propeller.

### North Jersey Fishermen Hold Meeting

The regular August meeting of the North Jersey Fishermen's Association was held on Sunday, August 25th in Belmar. George Dann, president, presided. Other officers present were Wilbur Van Anglen, secretary, and Fred Carlson, treasurer. It was voted to hold to minimum prices as fixed at five cents a pound for any variety and twenty-five cents a pound for lobsters.



The party boat "Virginia", Capt. T. K. Lane, pictured at Beach Haven, N. J. The "Virginia" is powered with a 4-30 Gray motor.

### Installs Motor

The *Elsie* of Wildwood, owned by Henry Henrickson and Oswald Larsen is working again after installing a new 80 hp Chrysler motor without reduction gear. The *Elsie* is 32 feet long, nine feet beam, uses a Hathaway hoisting gear and is fitted with Eveready batteries. She is used for dragging, gill netting and codfishing.

### Want Bay Opened

The six fishermen's associations in New Jersey, comprising what is known as the United Commercial Fishermen's Associations of New Jersey, Inc. are making a concerted drive to have the Delaware Bay opened in a limited way for gill netting next Spring. Promises of action have been made by political candidates in all New Jersey seaboard counties and the Governor himself has been approached on this matter. This will put hundreds of men from Belmar to Cape May to work during the slack Spring season. Concerted effort is also being made to have jetties constructed at Barnegat and Atlantic City and all of New Jersey is united in trying to have the fishing license reduced from fifty to ten dollars. Capt. F. L. Widerstrom of Wildwood is Executive Secretary of this Association.

### Fluke Scarce

Since the July Fourth week tie-up, New Jersey fluke druggers have found fluke scarce, but prices have been up around ten cents so a few dollars have been made anyhow. Usually the first week in July sees fluke prices down but this year every boat in Jersey cooperated by tying-up for the week. This caused the market prices to hold up right through until the middle of August.

## Shrimp Packers Anticipate Free Inspection Service

**C**ONGRESSMAN W. M. Colmer has advised Secretary A. V. Ragusin, of the Biloxi Chamber of Commerce that the bill introduced by Senator Harrison and himself to furnish free inspection to seafood canneries, passed the House on August 20.

The C. of C. has been conducting a campaign to have this measure passed as it means a saving of thousands of dollars to the shrimp packers during the season. Last year the service was introduced but the packers had to stand the cost, whereas under the new measure it will be supplied gratis, as in the case of inspection in the meat industry.

### Change in Alabama Sea Food Administration

In the present session of the Alabama legislature, a bill was introduced and passed to put the sea food industry under a sea food commission of five members, appointed by the governor, and last month Governor Bibb Graves appointed: I. T. Quinn, State Commissioner of Game and Fisheries, chairman; Representative A. L. Staple of Mobile; Representative A. B. McPharl of Baldwin County; Nelo J. Gonzales, President of the Star Fish & Oyster Co., Mobile, and Charles Wakeford of Escambia County.

# PROTECT YOUR ENGINE HERE



...AND YOU'LL  
CASH IN HERE



**A**TIDY profit when the trip's over is the prettiest sight a fisherman ever sees. Right?

But you can't hope to cash in when a poorly-lubricated engine burns up too much fuel, breaks down at sea, or keeps you in port when there's a big run off-shore.

That's why more Skippers and Chief Engineers are insisting on the Essomarine lubrication that automatically assures a safe, smooth-running and efficient power plant.

They know that sea-faring lubricants have to be on the job 24 hours a day if the trip is to clear expenses *plus*. They depend on Essomarine because they want tested and proved marine lubri-

cation—sure to cushion extreme bearing pressures—certain to provide the complete piston seal that holds power *in*—the tough, oily film that keeps friction *out*.

Essomarine Lubricants are made by the biggest manufacturer of *specialized* lubricants in the world. They've met and mastered every kind of rough going in hundreds of engines, over thousands of miles. And they're widely distributed, for your convenience, by all the major oil companies listed below.

Protect your engine and your income with Essomarine—first choice of the fishing fleets!

PENOLA INC. • 26 BROADWAY • NEW YORK CITY

# Essomarine

REG. U. S. PAT. OFF.  
LUBRICANTS

MADE EXPRESSLY FOR MARINE SERVICE  
Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade.

Essomarine Lubricants are distributed by the following major oil companies:  
Standard Oil Company of New Jersey — Colonial Beacon Oil Company, Inc.  
Standard Oil Company of Pennsylvania — Standard Oil Company of Louisiana  
Standard Oil Company, Incorporated in Kentucky — Standard Oil Company (Ohio) — Humble Oil & Refining Company — (In Canada) Imperial Oil, Limited

## Virginia Oyster Season Opens. Dealers Look for Good Results

By Sandusky Curtis

BETWEEN 15,000 and 20,000 persons are at work in Tidewater Virginia in the seafood industry, many of them owing their jobs to the opening of the oyster season. Of this number between 1,000 and 1,500 are shucking oysters in Norfolk plants at the present time. An additional number of workers are being used in clerical positions and to assist in the dock activities incident to the arrival of the bay boats with their cargoes of bivalves from the rocks in the Chesapeake Bay area.

### Oystermen Optimistic

Oystermen in the Norfolk section are feeling optimistic as the season begins. They have put more than 500 persons to work who were not previously employed prior to the season's opening but who are experienced in shucking and other work about an oyster packing plant.

Not only in Norfolk but in Newport News, Portsmouth, Hampton and Phoebe the coming of the oyster season has been the signal for increased activity along the seafood front. Thousands of dollars have been spent in reconditioning boats, painting up docks and offices and in other preliminary repairs.

"We feel that this season will be every bit as good and we hope better than last season", A. L. Bonwell of the Crosby Fish and Oyster Company of Norfolk, declared.

The oyster fleet from J. S. Darling and Son in Hampton has been busy planting but now has turned more to bringing into the company's docks the oysters which have reached the marketing age.

In Norfolk the J. H. Miles Company is using its two boats, the *Oysterman* and the *Fisherman*, in the trade. Representatives of the firm stated that the new boat now building at Crittenden would not be available for service before the first of December. The company announced, however, the purchase of an engine for the new craft, a 210 hp Fairbanks-Morse Diesel.

### Big Registration of Tongers Expected

At the office of the Commissioner of Fisheries in Newport News the correspondent for the ATLANTIC FISHERMAN was told that judging from last year's registration of licenses there would be more than 3,600 tongers in the state during the present season. This gives an idea of the number of boats that will be used as many of the boats have but two tongers and three is above average.



The "Little Flower" and "Novelty", at the Salvador Sea Food Co., St. Augustine, Fla. These shrimp boats use Texaco marine products exclusively. Inset, Felix A. Salvador.

## Maryland Meeting Results in Formation of Oyster Exchange

By Edward Bowdoin

AT a meeting of the Executive Committee of the Tri-State Seafood Association in Salisbury, Md., on August 26, Percy J. Purnell of Crisfield was appointed Manager of the Tri-State Oyster Exchange of Maryland, Delaware and Virginia.

The Tri-State Oyster Exchange was created at the Convention of the Tri-State Seafood Association held in Ocean City on August 17th. Its purpose, according to C. A. Loockerman, President of the Association, is to provide a medium through which a packer having a surplus of oysters can dispose of it without dumping the surplus on the market and upsetting the market price. Likewise the packer who requires additional oysters to fill his orders can get them at the market price through the exchange.

"If oyster packers will use this exchange," said Mr. Loockerman, "it will stabilize prices during the season and save us all thousands of dollars. It is a common practice for a packer who has a surplus to offer them on the market at very low price in order to get rid of them. Naturally, the buyer waits to get them at these low prices and such practices lower the prices for all."

"On the other hand," continued Mr. Loockerman, "many packers frequently run short of oysters to fill all their orders. The Exchange will bring together the packer with the over-supply and the packer who lacks oysters. The benefit to each will be mutual and the entire industry will be helped."

Mr. Purnell, the Manager, is well known in sea food circles. The members of the Executive Committee of the Tri-State Association includes George T. Harrison of Tilghman, Maryland, and Sterling G. Harris of Centreville, Maryland, in addition to Mr. Loockerman of Crisfield.

At the convention of the Tri-State Seafood Association on August 17, held at Ocean City and mentioned briefly above, the Association indorsed the legislative efforts being made to aid the industry by Congressman Bland of Virginia and U. S. Senators George Radcliffe and Millard E. Tydings of Maryland.

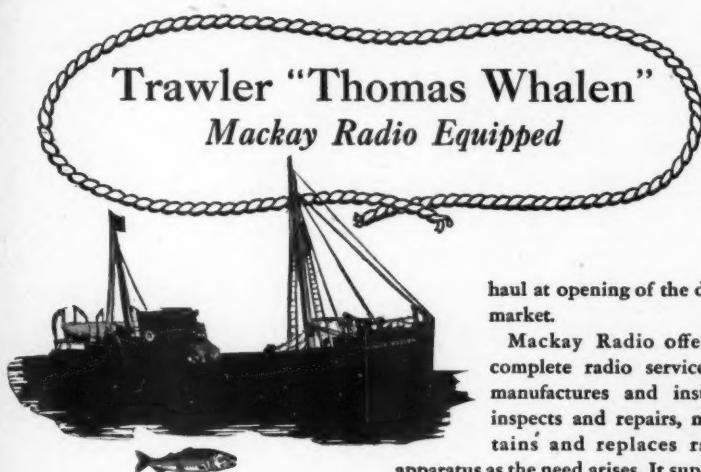
President Loockerman reported to the ATLANTIC FISHERMAN that a resolution was passed for "the industry as a whole to go on record as co-operating with the Conservation Commissioners of the Tri-State Association to co-operate through said commissions to raise the standard of quality of seafood, by living up to the present laws in regard to legal size of oysters and crabs."

Mr. Loockerman stated a much-needed credit department was formed to be used by members of the Tri-State Association—members of the industry in Maryland, Delaware, Virginia and North Carolina.

### Plan Committee

It was planned to create a round-table committee which will consist of the Conservation Commissioner or alternate and representative crab or seafood packer from each of the four States (Maryland, Delaware, Virginia and North Carolina) with a vote each, and a representative of the United States Bureau of Fisheries, without a vote, and the president of the Tri-State Association without a vote, except in case of a tie. These committees will be appointed within the near future, according to Mr. Loockerman, and a meeting will be called to be held in Washington, D. C., before the Winter session of Congress.





## Trawler "Thomas Whalen" Mackay Radio Equipped

haul at opening of the daily market.

Mackay Radio offers a complete radio service. It manufactures and installs, inspects and repairs, maintains and replaces radio apparatus as the need arises. It supplies competent radio operators...handles radio accounting...takes care of every detail of shipboard radio equipment.

Communicate with Mackay Radio Headquarters or any Branch Office and get full information concerning Mackay Radio Marine Service.

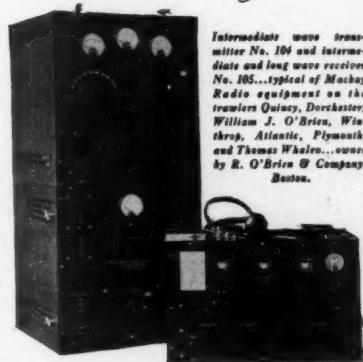
**MACKAY RADIO & TELEGRAPH CO.**  
67 Broad Street, New York, N.Y.  
100 State Street, Boston, Mass.

*Principal Sales and Service Points*  
New York • San Francisco • New Orleans

**"No Trawler Need Sail  
Under the Handicap  
of Old, Obsolete  
Radio Equipment"**

*Mackay Radio*

*Intermediate wave transmitter No. 104 and intermediate and long wave receiver No. 105...typical of Mackay Radio equipment on the trawlers Queen, Dorchester, William J. O'Brien, Winthrop, Atlantic, Plymouth, and Thomas Whalen...owned by R. O'Brien & Company, Boston.*



**THE INTERNATIONAL SYSTEM**

**Mackay Radio**

Commercial Cables      All America Cables  
Postal Telegraph

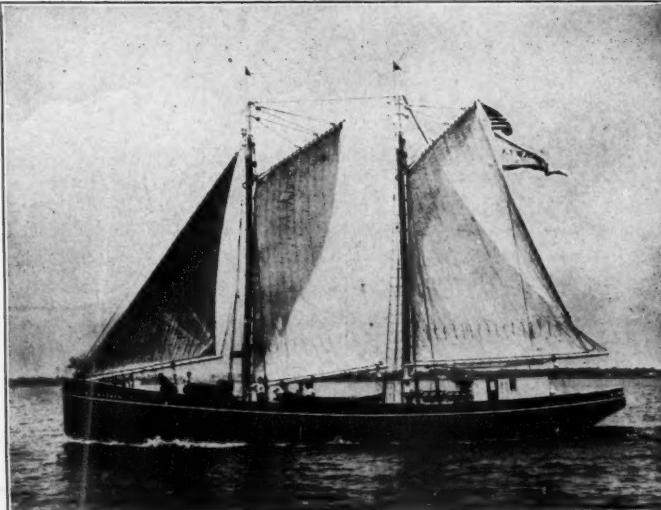
# WOLVERINE

### "A. F. WARREN"

Away back in 1924, a 150 H.P., 6-cylinder, 4-cycle Wolverine Diesel was installed in this vessel, then owned by the Warren Fish Co., of Pensacola, Florida. Early this year the vessel was sold and taken to the coast of Panama, where it is now operating with the same Wolverine. Eleven years of service—and still good! That's a Wolverine Diesel for you!

Dependable, Simple to Operate, Cheap in Maintenance, and Hard to Wear Out!

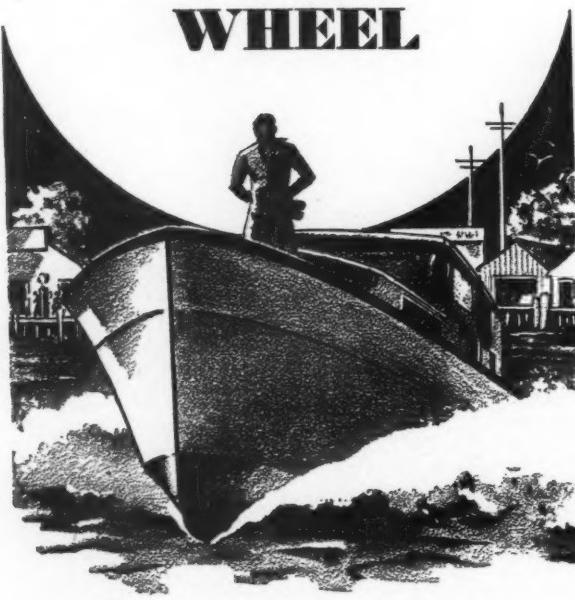
*Write us for  
Catalog No. 135 and Proposal*



**Wolverine Motor Works, Inc.**  
**No. 1 Union Avenue**

Bridgeport, Conn.

# A HYDE WHEEL



*and a snappy get-away*

Minimum efficiency requires two things, proper selection and a good wheel. Hyde maintains an experienced designing department to assist you in selecting the propeller that really fits your boat. Hyde Wheels are properly designed and mechanically correct. Hyde Bronze is a most successful metal for a propeller, it resists salt water, holds its pitch and does not shatter under impact. When you buy a Hyde Wheel you get the benefit of Hyde's long experience.

Send for this free booklet "Propeller Efficiency". It will tell why Hyde Propellers often increase the speed of a boat and always get home safely.



**HYDE WINDLASS COMPANY**  
Bath, Maine

Member of Propeller Manufacturers Ass'n.

# HYDE PROPELLERS



Dealers everywhere carry ample stocks



The "Bonnie," 40-footer owned by Capt. Ernest Smith of Charlevoix, Mich. Her 50 hp, 2-cyl, Bolinders Diesel, which turns a 26 x 18 Michigan wheel at 800 rpm, gives her a speed of 10 mph.

## Wisconsin Passes New Laws Regarding Fish Nets

**A**BILL sponsored by the Wisconsin Conservation Commission relating to the description of certain fish nets was approved August 16 and became effective with its publication August 17. The measure describes fyke, drop, short tunnel pound, trammel and gill nets and provides that it shall be unlawful to set or operate trawl or otter trawl nets in the waters of the Southern part of Green Bay, the Northern part of Green Bay, Lake Michigan and Lake Superior.

It also provides against the setting or operating of licensed fyke nets in group or other formation while fastened together by means of leader or similar net webbing. The same provisions apply to drop nets which may not in any instance be equipped with an outside tunnel of a length greater than 15 ft.

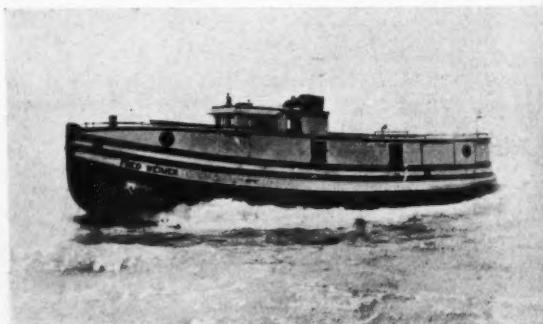
### Wisconsin Fishermen Seek New Open Seasons

About 100 commercial fishermen met in Menekaune August 5 to discuss proposed legislation concerning fishing in Green Bay. Among those present were George B. Lince, president of the Green Bay Fishermen's Protective Association, and Frank LeClair, Two Rivers, president of the Lake Michigan Fishermen's Protective Association, who addressed the meeting.

It was generally agreed that it was to the advantage of the industry to have a closed herring season in the Fall instead of in the Spring, as proposed in one of the new bills.

The fishermen also asked an open smelt season from January 7 to April 20 with nets with one and one-half inch mesh being legalized. They claimed that smelt are best during that period and that the fish are reproducing so rapidly that if a closed season were allowed, they would crowd other commercial fish out of the bay.

(Continued on page 24)



The "Fred Weimer", 48 x 12 x 5 ft. gill net fish tug operated by Capt. Fred Weimer of Chicago, and powered with a 60-70 hp Kahlenberg.

SEPTEMBER, 1935

ATLANTIC FISHERMAN

23

# WHITLOCK FOR *Ropeconomy*

## WHITLOCK CORDAGE COMPANY

46 South Street  
New York



226 State Street  
Boston



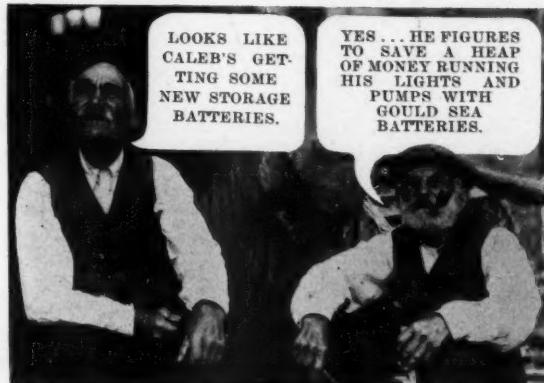
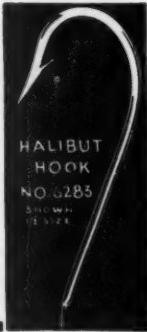
**Why You Can  
ALWAYS  
Count on  
MUSTAD  
Key Brand FISH HOOKS**

YOU hear it said that Mustad Hooks are made by the largest manufacturers of fish hooks in the world—103 years in business. That is so, but it is more important to you that Mustad Hooks are the toughest hook-steel made, are the most correct in pattern, have the keenest and strongest points. That's why they HOOK their fish and HOLD them . . . why they get you better fares in quicker time. Fit out with the hooks you can always count on. They come in all patterns and sizes. But be sure to GET their extra toughness, sharpness and better hooking and holding—ask for Mustad Hooks by NAME.

**O. MUSTAD & SON**  
Established 1832  
OSLO NORWAY

Agents:

SIDNEY R. BAXTER & CO.  
90 Commercial St., Boston, Mass.



### FREE BOOK SHOWS WAY TO CUT BATTERY COSTS

Want to save from \$10 to \$100 on battery costs? Then write for this newest illustrated manual on Marine Batteries. It shows why more and more skippers are buying Gould All-Purpose Sea Batteries . . . why Goulds give them absolute dependability . . . longer life . . . and trouble-free service. It tells how the patented Armored Kathode construction gives you greater capacity in the same space than can be secured in any other type. If you need a new battery for lighting, radio, pumps, domestic water supply, starting, etc., etc., any voltage, any capacity, write your name and address under this advertisement and mail the page to Gould Storage Battery Corporation, 796 Tenth Avenue, New York City.

**GOULD ALL-PURPOSE  
SEA BATTERIES**



**PALMER**  
CONVERTED  
FORD V-8  
for

## Men who know boats

Palmer Engines have always been known as dependable motors. The Palmer Conversion of the Ford V-8 is true to the Palmer standards for it includes all features that are so necessary to make an engine perform satisfactorily in marine service. Call at a dealer's show room or send for literature. Study this conversion and you will appreciate why it is the outstanding Ford V-8 Conversion. . . . Other Palmer Engines 2 to 150 H.P.

**PALMER BROS. ENGINES, Inc.**

14 Water Street, Cos Cob, Conn.

Dealers in all Important Coastal Cities



Price F. O. B.  
Cos Cob \$445.



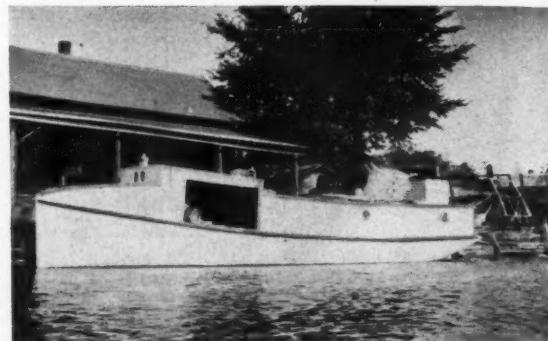
"All right, Steward,  
we'll get a SHIPMATE!"

Don't expect good results from a poor range.

Give the cook the range he wants and see how the meals improve. A SHIPMATE in the galley will satisfy him and the crew, and will settle the range question for you once and for all time.

THE STAMFORD FOUNDRY COMPANY  
STAMFORD, CONN

# SHIPMATE



The "Silver Spray", owned and operated by Tucker & Stimley of Benton Harbor, Mich. It measures 45x13x6 ft., and makes 10 mph with its 6-cylinder, 6" x 10" Hill Diesel engine.

(Continued from page 22)

**Lake Erie Fishermen Protest Against Net Regulations**  
Governor Martin L. Davey, of Ohio, and Lawrence Goodell, State Conservation Commissioner, have before them a protest from Lake Erie gill net fishermen directed at regulations governing the size of mesh.

The officials were told by a delegation from Sandusky and Cleveland that because of the difference made by the present law as to mesh of gill nets and trap nets, the operations of the gill net fishermen are virtually balked.

The gill nets, they explained, are required to have a three-inch mesh while the trap nets are allowed a mesh of two and three-fourths inches. Inspectors for the State Conservation Department they say, are confiscating all gill nets of less measure.

"The gill nets which are being confiscated hold less than one-half of one per cent of illegal fish, while trap nets of legal mesh hold from eighty to ninety percent," asserted Louis Ritter, Vermilion, chairman of the delegation.

The gill netters will attempt to have the trouble ironed out during a forthcoming special session of the Ohio legislature, unless the State Conservation Department heeds their protest.

### Fishermen Expect Good Whitefish Season

Western Lake Erie section fishermen, with the arrival of Sept. 1, were all set for a resumption of fishing, suspended almost entirely during the hot Summer season.

Reports from the Canadian side were that the whitefish were coming in and that there was every indication of good taking which will mean profits late in October or early in November.

The fishermen are depending on the whitefish to pull them out of the financial hole in which the season thus far has left them.



Sixteen-foot runabout built by Ray Trautner, son of the president of the Red Wing Motor Co. Power is furnished by a 4-cyl., 25-45 hp Red Wing, turning a 13x14 Hyde propeller at 2400 rpm.

SEPTEMBER, 1935

ATLANTIC FISHERMAN

25

## Grand Manan

### Gets Long-Awaited Plan to Regulate Smoked Herring Industry

By C. A. Dixon

**T**HE long-awaited announcement regarding the scheme to regulate the marketing of smoked herring and smoked herring products in the parish of Grand Manan, N. B., where practically the entire smoked herring industry of Canada is centralized, was made public the latter part of August. The scheme had been previously recommended by the Dominion Marketing Board of Canada, and needed only the approval of the Federal Government to make it law. The flooding of markets by unrestricted competition among Grand Manan smoked herring producers at certain times caused prices to drop far below the cost of production and left the business in a demoralized condition, it is alleged. Consignment selling became so prevalent that something had to be done to revitalize the industry, or so it is claimed by those who support the marketing scheme, said to be over 90 per cent of the producers on Grand Manan.

It is believed the scheme will regulate in an orderly manner the marketing of products so that the industry can be once more placed on a paying basis. Undoubtedly better quality products will be made available for the trade through a more careful and uniform method of packing.

#### Marketing Board

A local Marketing Board consisting of five members and representing five divisional zones will supervise the scheme. Immediately following the announcement from Ottawa, a provisional board began to function, the members of which were Scott D. Guptill, Grand Harbor; Perry M. Small, Woodward's Cove; and Fletcher Harvey, Seal Cove. All three members are men prominent in the smoked herring industry and actively engaged in the business.

#### Herring Plentiful but Mixed

Herring of smoking size became more plentiful during late August, but the supply was not equal to the demand. Herring were reported at Grand Manan, Campobello, Deer Island and at various points on the mainland shore of Charlotte County. They were badly mixed, however, and the net quantity obtained for smoking purposes from each hogshead made the fish come high to those purchasing them. Prices dropped at the weirs in sympathy with the reduction in the price of sardine herring which was put into effect during the month. Although it is rather too early to predict the probable extent of a run of Fall fish suitable for smoking purposes, many fishermen declare that this year will be an "off" year for stringers.

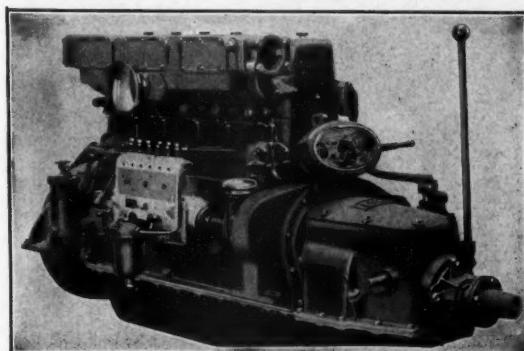
#### "Ruth and Anne" Launched for Fishery Inspector

The fine new motor-boat, *Ruth and Anne*, built by B. H. Fletcher & Sons of Wilson's Beach for Fishery Inspector F. A. Batson of Welchpool, Campobello was launched and put into service during the month of August. The ATLANTIC FISHERMAN representative had the pleasure of inspecting the craft while under power and of taking a short trip in it, during which time it made remarkable speed with only the auxiliary engine, a 15 hp Palmer "Huskie" as a power unit. The main power unit had not been installed. The boat is 40 feet long and 10 feet 6 inches wide. It is of shoal draught and evidently an excellent sea boat. A particularly fine and roomy flush trunk cabin with adequate overhead in the pilot house, strikes one as being the last word in convenience and comfort. The cabin is heated by a Shipmate range and the boat is equipped with a Hyde propeller.

#### To Form Advisory Council for Salmon Industry

An advisory council for the Saint John River fisheries will be organized in an attempt to improve the salmon fisheries of the river which, it is claimed, have been petering out more and more as the years go by. Dr. W. A. Found, Deputy Minister of Fisheries for the Dominion of Canada looks fav-

## A NEW SIZE DIESEL —



### from the Shops of BUDA

**T**HE ever increasing popularity of Buda Diesel Engines made this new Buda Model necessary.

It is an answer to the demand of fishermen and boatbuilders for a greater range of horsepower with Buda advantages.

The 6-DM-468 has a 4 1/4 in. bore and a 5 1/2 in. stroke and develops 100 H.P. at 2000 R.P.M. and 86 H.P. at 1600 R.P.M.

It solves the power problems of those who require more horsepower than the well known 6-DM-415 Buda Diesel Engine but do not need the greater horsepower of the 6-LDM-909.

The new 6-DM-468 brings you all the well known Buda advantages. Like all Buda Engines it starts quickly and easily. It runs quietly and smoothly and over long periods of operation has demonstrated its freedom from power loss and temperature troubles.

Like All Buda engines it is provided with the Shock Absorber Head, a feature that alone makes Buda Diesels superior in operation. Specify a Buda for YOUR Boat.

#### A Diesel Engine for Every Boat

4 DM-185 32 H.P.	6 DM-468 100 H.P.	6 DM-1611 170 H.P.
6 DM-415 85 H.P.	6 LDM-909 150 H.P.	6 DM-1742 180 H.P.

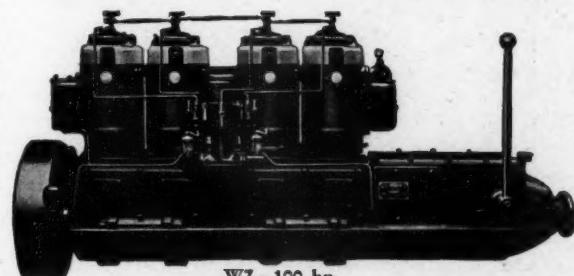
### THE BUDA COMPANY

Marine Engine Division H

(Chicago Suburb)

ILLINOIS

## BOLINDERS DIESEL ENGINES



W7—100 hp.

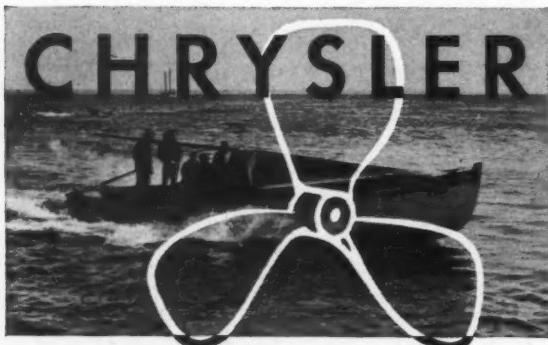
### IF YOU Need A LOT OF POWER HERE'S AN ENGINE FOR YOU!

When you want an engine that'll drive a big heavy boat, get one you can depend upon. Get one that gives you everything you need and a little more to boot.

This Bolinders is the type you ought to have, or, if you want a larger or a smaller one, you can have it. Bolinders Diesels are built in sizes 6 hp. and up, with a size and style to fit your boat exactly. Write for information or call and inspect the size you'd like to have.

#### BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N.Y.



**At half the price** • For only \$635 you can buy a Chrysler Ace marine engine with a 2½ to 1 reduction gear — just about half the price of a large direct drive job of equal power. Smaller, more compact, and higher speed engines with reduction gears effect a worth while saving on fuel and upkeep. You should investigate.



CHRYSLER  
CORPORATION  
AMPLEX  
DIVISION  
DETROIT  
MICHIGAN



**Anything • Anywhere • Anytime**

Regardless of shape, weight or size Railway Express will pick up your shipments, speed them on fast passenger trains and deliver them swiftly and unerringly. • Railway Express service is as widespread as the Nation and as local as the next town. With offices at 23,000 different points, Railway Express is always ready to

**RAILWAY EXPRESS**  
AGENCY INC.  
**NATION-WIDE RAIL-AIR SERVICE**

orably upon the move to form such a council the duty of which will be to make recommendations to the Department of Fisheries at Ottawa, F. Cedric Cooper, secretary of the New Brunswick Fish and Game Association said recently. D. H. Sutherland, Chief Supervisor of Fisheries for the Maritime Provinces and the Magdalen Islands authorized necessary arrangements. All interests will be represented as follows: Bay of Fundy drift-net fishermen, two members; Saint John harbor fishermen, two members; St. John River nontidal commercial fishermen, two members; angling camp owners, one member; angling guides, one member; and the New Brunswick Fish and Game Association, one member. Members will act without pay or travelling expenses. Commercial set net fishing is permitted in the St. John River, said to be the only one in the world where this is allowed. Each member of the council will be an active fisherman.

### Lunenburg Schooners

By H. R. Arenburg

**A**MONG the schooners discharging fish at Lunenburg during August were the *Kasagra*, with 500 quintals; E. F. Zwicker, Capt. Fred Deal, with 2,400 quintals; *Isabelle Spindler*, Capt. Willett Spindler, with 2,600 quintals and *Marshall Frank*, Capt. Frank Risser, with 2,300 quintals.

Schooners landing salt fish during August included the *Howard Donald*, Capt. Guy Tanner, with a cargo of 2,600 quintals; *Bruce and Winona*, Capt. Arnold Parks, with 2,200 quintals and the *Harriet and Vivian*, Capt. Frank Meisner, with 2,200 quintals.

#### "Bruce and Winona" Sails for Newfoundland

The schooner *Bruce and Winona*, Captain Arnold Parks, after discharging her cargo of fish, sailed for Newfoundland, where she will pick up 600 quintals of fish landed there during her Summer trip on the Grand Banks. This will bring the Summer catch of the *Bruce and Winona* up to 2,900 quintals.

#### Discharges Cargo of Salt

The tern schooner *Evelene Wilkie*, Captain Ernest A. Wilkie after discharging part of her cargo of salt at Ritcey Brothers, Limited, Riverport, removed to La Have where the balance of the cargo was landed for Captain M. J. Parks.

#### Dories Completed for New Schooner

Oxner Brothers have completed a set of dories for Captain Calvin Tanner's new schooner which will shortly be launched at Shelburne.

#### Fall Mackerel Run Starts

The Fall mackerel run has started in Lunenburg Bay. The first boat load was brought to Lunenburg by People and Joseph Levy of Feltz South.

Tuna have been quite plentiful in Lunenburg Bay during the Summer months. The run of herring was larger than usual and the plentifullness of food brought an extra number of these large fish into the Bay. A great number of the fish have been harpooned by the local shore fishermen. Fishing for tuna with rod and line was undertaken for the first time this season and the first fish caught in this manner was landed by Gilbert J. Easton, a retired business man of Orange, N. J. Captain Joe Penney, of Liverpool, acted as guide for Mr. Easton and the fish captured weighed nearly 600 pounds and was landed after a fight lasting over five hours.

#### Leary Bros. Busy

The shipyards of Leary Brothers, Dayspring, has been the scene of much activity this season. The Magdalene Islands coasting schooner *Typhon* was completely rebuilt and put in first class condition. The motor vessel *Muir* has undergone a general overhauling and the American built two-masted schooner *Edward Trevoy* which was purchased by Captain Reinhardt of Guysborough, is being rebuilt from the waterline and will be placed in the coastwise trade when completed. Captain Reinhardt's former command, the schooner *George W. Kyte*, is at the yard being stripped.

SEPTEMBER, 1935

ATLANTIC FISHERMAN

27



*Chrysler executives inspecting the new "Majestic" engine. Left to right: P. J. Hilgendorf, service manager; Benjamin Hubbard, in charge of marine engine production; H. E. Fromm, manager of marine activities, Amplex Division, Chrysler Corporation.*

### New Chrysler "Majestic" Engine

THE new Chrysler Majestic Marine engine, which has been considerably improved over preceding models of this engine, is meeting with great favor among boat owners, both as initial and replacement installation. This engine has a low overall height, which makes it particularly adaptable for use in boats where room is at a premium. Where it has been used as replacement installation, owners report a valuable saving in room and a very satisfactory performance.

The new Majestic is equipped with integral rubber mountings that greatly lessen vibration. There is a solenoid starter switch for remote control, mounted directly on the starting motor. An oil strainer of straight clean-out type is now installed. Twin updraft carburetors supply the proper fuel mixture for efficient operation under all loads. The distributor is mounted low so as to cut down the headroom required for the engine.

Eight cylinders of 3½-inch bore and 5-inch stroke enable the engine to develop 152 bhp at 3200 rpm. This engine with a 2 to 1 reduction gear will develop 145 bhp at 1400 rpm on the propeller shaft and with 2½ to 1 reduction gear will develop 145 bhp on propeller shaft at 1100 rpm.

### Ford Conversion Catalog Available

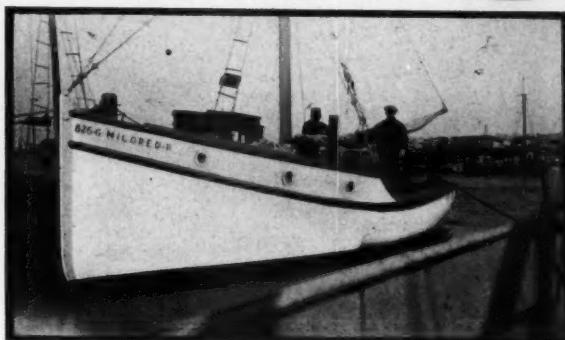
A COMPLETE catalog listing marine conversions and equipment for the Ford Models A and V-8 motors has been issued by Oscar Smith & Sons Co., Philadelphia, Pa. In it are pictures and details of the V-8 marine motor for fresh or salt water, conversion parts and kits for the V-8 and A, reverse and reduction gears, fuel filters, pumps, bypasses, tachometers, speed indicators, etc. The catalog also includes an announcement of the new Sundries Department under the supervision of J. A. Mack, who will aid in propeller recommendations, trouble shooting, and similar problems.

### New Texaco Stations in New Jersey

ANOTHER link in the chain of Texaco service stations along the Inside Route is the Thropp Boat Works at Forked River, N. J., on the New Jersey Inland Waterway, which has recently taken over the distribution of Texaco gasoline and marine lubricants at that harbor. The Thropp Company has very complete servicing and repair equipment as well as marine railways and large storage.

Of interest to New York City boat owners is the opening of the Mayflower Boat Corporation on the Hudson River at Edgewater, N. J. Marine railways and repair facilities are available at the yard as well as complete Texaco fuel and marine lubrication service.

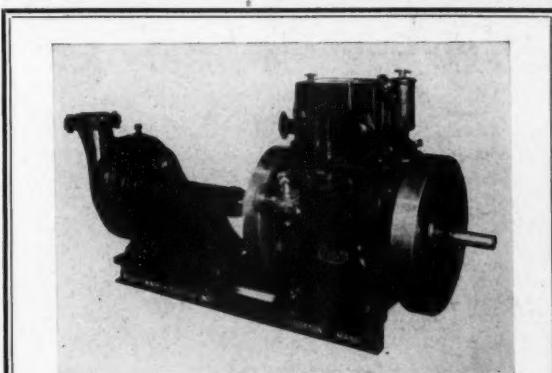
"...the paint is the  
WHITEST I ever saw....  
I sent especially for it."



- **T**O Capt. N. B. Rose of the "Mildred R." of Block Island, the appearance of his trim ship is a matter of considerable pride. But like the owners of hundreds of other fishing craft, he insists upon getting his money's worth.
- Speaking of the Smith-painted "Mildred R.", Capt. Rose says: "I think Smith Paint is the finest I have ever used. My local dealer does not carry it, so I sent especially for it. My boat is WHITE and I know that the paint is the whitest I ever used. Its wearing qualities are, to say the least, unusual."
- We'll be glad to recommend UNUSUAL Smith Finishes for your particular use. Write us.

EDWARD SMITH & CO. Long Island City, N. Y.

### SMITH SHIP & BOAT PAINTS



16 h.p., 1200 r.p.m. type CE Lister engine with 6 inch Deming centrifugal pump delivering 800 gals. per minute.

### LISTER DIESEL ENGINES dual compression

Full Diesel 4-cycle, cold starting, marine auxiliary and propulsion engines from 3 to 104 h.p.

Adequate service and skilled labor, and complete stock of parts always on hand.  
Ask for complete specifications and demonstration.

**Authorized Bosch and American Bosch Diesel Sales and Service**

**WHARF MACHINE and ELECTRIC COMPANY, INC.**  
263 Northern Ave. At the Boston Fish Pier Boston, Mass.  
Telephone HUBbard 2519  
Specialists in Diesel Engine and Marine Electrical Repairs



**NATIONAL NET & TWINE**  
Div. of Ludlow Sales Corporation  
211 CONGRESS ST.  
BOSTON, MASS.

LINEN and COTTON GILL NETTING  
SEINE, POUND and TRAP NETTING

We Strive to Make Tanglefin Netting the Best.  
The Quality Goes In Before the Name Goes On.

**Hathaway Machinery Co.**  
Original  
Flax Packed  
**STERN BEARINGS**

**New Bedford, Mass.**

**The Linen Thread Co., Inc.**

Gold Medal Cotton Nets and Twines  
A. N. & T. Coy Linen Nets  
Manila Trawls, Burnham Lines

*Sales Offices:*

New York	Boston	Gloucester	Baltimore
Chicago		San Francisco	

**Atlas Imperial Enlarges Sales  
and Service at Gloucester**

**S**ALES and service facilities for Atlas Imperial Diesel engines at Gloucester, Mass., will be considerably enlarged in the near future. B. C. Parker, formerly of the New York office of the Atlas Diesel Engine Corp., has been transferred to Gloucester and has established his residence at 8 Poplar St. Mr. Parker has long been connected with Diesel engine history and his experience includes several years with the U. S. Navy in submarine Diesel applications.

The company will enlarge its service facilities and will carry in Gloucester available for immediate delivery a stock of several popular sizes of Atlas Imperial Diesel marine engines.

**Equi-Poise Propeller Patented**

**A**N important point in the history and development of marine propellers was marked on August 20, when the U. S. Patent Office granted a patent, covering 17 distinct claims on the Equi-Poise marine propeller, to the Federal-Mogul Corp., Detroit, Mich. The propeller has been put to exhaustive tests by a number of leading race drivers, including Gar Wood, and has been enthusiastically praised. T. F. W. Meyer, of the Federal-Mogul Corp., states that the propeller is now available on a custom-engineered basis for all types and sizes of inboard powered craft.

**Severe Test for Break-In Oil**

**W**HEN the *Emancipator IV* established a new world's record for hydroplanes in the 225 cu. inch class at the National Sweepstakes at Red Bank last month, covering a distance of 5 miles at an average speed of 56.426 mph, her engine was kept cool, despite its tremendous speed, by Essomarine Break-In Oil, according to word received by the Standard Oil Company of New Jersey, from S. Mortimer Auerbach, whose *Emancipator IV* was driven to victory by Arno Apel.

**Plymouth Cordage Co. Praised**

**P**LYMOUTH Cordage Company advertisements received prominent mention in the July issue of Printers' Ink Monthly, in a full page article which analyzed the text and layout of the Company's messages. The article pointed out that the campaign is multiplying good-will and respect for the Company among the trade and consumers, by pointing out the influence of Company policies and traditions on the manufactured product.

**Mackay Radio Official Dies**

**A**USTIN Y. Tuel, 53, Vice-President and General Manager of the Mackay Radio and Telegraph Company, died suddenly August 27 in New York City.

Mr. Tuel, after being graduated from high school at Mt. Carmel, Ill., in 1900, started as a telegraph operator on the CCC & St. P. Railroad, and continued as a railroad operator for various roads in the South and West until 1909 when he entered the service of the United Wireless Company at Seattle, Wash. The following year he was appointed Superintendent of the Federal Telegraph Company's first station, at San Francisco.

He remained with Federal Telegraph until April 12, 1917, when he joined the U. S. Navy, as Lieutenant, and was made communications officer at San Francisco where he served until mustered out of the service on December 1, 1919.

Returning to Federal Telegraph, he was sent to Washington, D. C., as Resident Engineer, continuing at this post until early in 1921, when he was appointed General Manager for the company with headquarters at San Francisco.

Mr. Tuel held this position until 1927 when the Mackay Radio and Telegraph Company was formed, when he became Vice-President and General Manager of that Company, a position he continued to occupy until his death.

### USL Battery Corp. Enters the Marine Field

THE USL Battery Corporation announces the organization of a Marine Battery Division with headquarters in the Chrysler Building, New York City. This special division will devote its entire time and attention to matters connected with the application of batteries on marine craft.

USL Battery Corporation is one of the largest and best known manufacturers of storage batteries in the world. Thirty-six years of continuous experience in building batteries for every purpose and in every class have given its engineering staff a comprehensive knowledge of the various problems of specialized application. In marine work, particularly, the requirements are special and exacting and the Marine Battery Division is well equipped to render major service in this field.

The USL plant at Niagara Falls, N. Y., covers more than two and one-half acres of floor space. Branch manufacturing plants are maintained at Oakland, Calif., Oklahoma City, Okla., and Toronto, Canada. Foreign plants supply USL batteries at Manchester, England; Paris, France; Barcelona, Spain and Sao Paulo, Brazil. Direct factory-controlled warehouses are located in practically every large distributing center. Prompt service is secured by the extension of the USL distributing system to the thousands of service stations, a vast distributing and service organization covering the entire country.

USL batteries have been long and favorably known for super-performance and extended service life, together with freedom from operating troubles of any kind. The main feature claimed for them is that of dependability under all conditions. Their outstanding merit has met with a pleasing degree of recognition. A large number of important seagoing craft owners have been insistent on USL batteries and USL equipped boats are found in most ports throughout the world.

### Index to Advertisers

Atlas Diesel Engine Corp.	6
Bolinders Company, Inc.	25
The Buda Company	25
Chrysler Motors	26
Columbian Rope Co.	Front cover
The Cooper-Bessemer Corp.	16 & 17
The Electric Storage Battery Co.	Inside front cover
Essomarine	19
Gould Storage Battery Corp.	23
Gray Marine Motor Co.	29
R. S. Hamilton Co.	30
Hathaway Machinery Co.	28
Hyde Windlass Co.	22
The International Nickel Co., Inc.	4
Kinney Manufacturing Co.	29
The Linen Thread Co., Inc.	28
Mackay Radio & Telegraph Co.	21
O. Mustad & Son	23
National Carbon Co., Inc.	5
National Net & Twine	28
Palmer Bros. Engines, Inc.	24
Petit Paint Co., Inc.	29
Plymouth Cordage Co.	30
Railway Express Agency	26
Red Wing Motor Co.	29
Sherman B. Ruth	30
Edw. Smith & Co.	27
The Stamford Foundry Co.	24
The Texas Company	3
USL Battery Corp.	Back cover
Wall Rope Works, Inc.	Inside back cover
Western Electric Co.	30
Wharf Machine & Electric Co.	27
Whitlock Cordage Co.	23
Wolverine Motor Works, Inc.	21

### 2 Cylinder Model KK 8-10 H. P. RED WING

**Red Wing Cherokees**  
THE MOTOR WITH POWER TO SPARE

Bore 3 $\frac{3}{4}$ ", Stroke 4 $\frac{1}{4}$ "  
An ideal engine for

#### Fishing Boat or Auxiliary

A compact and highly refined medium heavy duty engine available with or without reverse gear. Extensively used in West Coast and Alaska waters and famous for its fine power, great reliability, endurance and low operating cost. 18 other gasoline models 4 to 125 h.p.; also Diesel and "Fuel-Oil" models 30 to 200 h.p.

Write for new literature.

**RED WING MOTOR CO., Red Wing, Minn.**

### USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

SINCE 1861  
MADE BY  
**PETTIT  
PAINT  
CO., INC.**  
JERSEY CITY  
N.J.



SEND FOR FREE COPY ATLANTIC COAST  
TIDE TABLES; FIGURES FOR EVERY HARBOR

### LOBSTERMEN



Gray makes special  
Fishermen Motors  
from 20 to 70 h. p.

Write for free cata-  
logs and tell us about  
your boat.

**GRAY MARINE MOTOR COMPANY**  
672 Canton Avenue Detroit, Michigan

### WRITE FOR NEW BULLETIN



#### HAULING CLUTCH

For Trawling  
Gear on the  
Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up  
to 10,000 lbs. lift. Can be stopped or started under load.

**KINNEY**

**M F G. C O.**  
3541 Washington St.  
BOSTON

# "You had better come in"

—says Boston

A message like that—via Marine Radio Telephone—often means a better price at Fish Pier. Skippers now using Western Electric equipment, keep in close touch with offices ashore—report their luck—come in early if the market is rising.

Compact, dependable, easy to operate, Western Electric equipment requires no extra personnel. It has proved its worth on many boats. For full information write to Western Electric Co., 195 Broadway, New York, N. Y.



**Western Electric**  
MARINE RADIO TELEPHONE EQUIPMENT AND RADIO COMPASS

## Fish, Boats, Engines, Gear and Supplies

### FALL BARGAINS

Friendship sloops—all sizes, \$350 and up. 26 ft. lobster boat, good condition, 20 hp Kermath engine \$250. 32 ft. x 9 ft. 6 cabin fish boat, 35 hp Kermath, like new \$800. 40 ft. x 10 ft. cabin boat, large cockpit, would make good party or work boat, first class condition, 90 hp Red Wing engine \$1200. And many others of all sizes and types. Oil and gas engines, reverse gears, propellers, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, Camden, Maine.

### FOR SALE

100 hp Lathrop engine with reverse gear, propeller and shaft. Just been overhauled and put in A-1 condition. Prices \$500 cash. Ephraim C. S. Clark, Box 142, Newburyport, Mass.

### FOR SALE

Trap boat, two buildings, 3 floating 16 fathom traps, 2 new 16 fathom traps, 3 long leaders. All the necessary gear to fish three complete traps. Entire outfit for sale for \$4,000. Write Box FP, ATLANTIC FISHERMAN, Goffstown, N. H.

### FOR SALE

34 ft. x 9 ft. x 3 ft. power cruiser *Marimor*, 6-65 Gray, sleeps four, toilet and galley, large cockpit, heavy construction, suitable for parties or pleasure, \$1,200 cash. Also one 21 ft. dory with watertight bulkhead suitable for seining or conversion to sail or power boat, in fine condition, \$60. Capt. E. B. Thomas, 194 Water St., Stonington, Conn.

### FOR SALE

Twenty-six foot open boat suitable for lobstering. Two-cylinder, 4-cycle Lathrop, 16 hp, with reverse gear. All good condition. Price \$350. Clarence Chase, Millway, Barnstable, Mass.

**PLYMOUTH**  
SHIP BRAND MANILA

The Rope You Can Trust

Greater strength, easier handling, longer safe working life.

**PLYMOUTH CORDAGE COMPANY**  
North Plymouth, Mass. and Welland, Canada

Sales Branches

New York - Chicago - Boston - Cleveland - Baltimore - Philadelphia  
New Orleans - San Francisco



When You Ship FISH, LOBSTERS or SCALLOPS to the Boston Market FOR BEST RESULTS SHIP TO

**R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years  
17 Administration Building Fish Pier, Boston, Mass.

### SHERMAN B. RUTH

SHIP CHANDLER

Complete Line of Fishermen's Supplies Including  
WALL ROPE PFLUEGER HOOKS  
HENDERSON & JOHNSON PAINTS  
UNION TWINE COMPANY'S TARRED LINES  
Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

### BROKERS WANTED

Well-established, prominent Southern producer of fresh and frozen fish, oysters, frog legs, etc., would like to get in touch with reliable brokers interested in handling Southern seafoods. Liberal commissions. Only those with first-class references need apply. Box S, c/o ATLANTIC FISHERMAN, Goffstown, N. H.

### FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hilder-garde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

### FOR SALE

48 ft. x 12 ft., 6 in. x 6 ft. boat for fishing, freighting or parties. 50 hp Palmer engine, all in fine condition. \$1,600 cash. H. Reiter, Box 196, Greenport, N. Y.

### "DIESEL HAND BOOK"

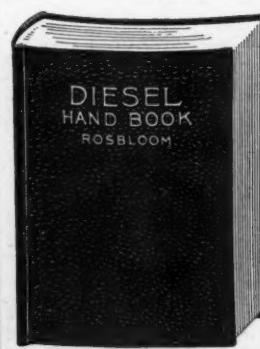
(Rosbloom)  
THE WORLD'S STANDARD  
BOOK ON DIESEL ENGINE  
OPERATION

Profusely illustrated, tables, hundreds of formulae, text in the form of questions and answers. 1935 enlarged edition. 544 pages, latest tables and formulae.

Beautifully bound in semi-flexible and heavy binding.

This book is officially endorsed by the United Licensed Officers, U.S.A. It carries the highest recommendations. Strictly practical.

PRICE \$5.00, Cash with order  
**ATLANTIC FISHERMAN**  
Goffstown, N. H.



and  
ouch  
oods.  
ences  
N. H.

ilder-  
part  
allock

ng or  
\$1,600

"  
D  
E  
les,  
in  
an-  
on.  
and  
mi-  
g-  
en-  
Li-  
It  
om-  
cal.  
ler  
AN